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GUIDE TO FLORIDA, "THE LAND OF FLOWERS"...

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A

GUIDE TO FLORIDA,

"THE LAND OF FLOWERS,"

CONTAINING AN

HISTORICAL SKETCH, GEOGRAPHICAL, AGRICULTURAL AND CLIMATIC STATISTICS, ROUTES OF TRAVEL BY LAND AND SEA, AND GENERAL INFORMATION

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GUIDE TO FLORIDA.

HISTORIC SKETCH.

Five years after Christopher Columbus first saw land in the New World, another navigator, Sebastian Cabot, sailing under the English flag, discovered the coast of Florida. This was in 1497. It was not until the spring of 1512 that the Europeans made a permanent landing. A veteran cavalier of Spain, Juan Ponce de Leon, impelled by a romantic fancy that in the West there existed a fountain whose waters restored the aged to perpetual youth, raised an expedition of enthusiasts like himself and set sail on this wondrous voyage of discovery. He saw the coast for the first time on Easter Sunday, in April, 1512, which day the Spaniards call *Pasqua Florida*, and because the charming country spread before him was fairly radiant with wild flowers, he gave it the beautiful name of Florida. This landing was made near the site of the present city of St. Augustine

The cavalier's search for the immortal spring was fruitless. The Indians harassed and picked off his band with poisoned arrows, and he was finally forced to quit the country. He carried with him to Cuba a mortal wound which caused his death soon after his arrival there. A dozen years later Spain again attempted to colonize the peninsula. Narvaez was appointed Governor and landed

63-46

with three hundred men. He made no attempt at settlement however, but wandered off on an exploring expedition, and after many hardships, finally reached the far off country of the Mexicans. The illustrious Ferdinand de Soto, the discoverer of the Mississippi river, followed him to Florida. He landed in Tampa Bay with a thousand followers, in the spring of 1539. His march through the interior was disputed at every step by the aborigines, and his little army was so decimated by war, fatigue and sickness, that when his own body was committed to the bosom of the "Father of Waters" two years later, but a third of them survived.

The first actual settlement of Florida was made by the French Huguenots who, under Jean Ribault, attempted to plant a colony at the mouth of the St. Johns River in 1564. This roused the ire of the Spaniards, who claimed the country as their own, and an expedition was sent out under the command of Don Pedro Menendez to exterminate the Frenchmen. The Don did his bloody work effectually. The little French city was taken by surprise, and all of its inhabitants were massacred. Above their bodies, which he had suspended from the trees, Menendez left this inscription: "Not because they are Frenchmen, but because they are heretics and enemies of God." But vengeance on the cruel Castilians was swift. Three years later an expedition under De Gourgues, a Huguenot gentleman, set sail from France, and landing at St. Augustine, which the Spaniards had just built, attacked and took it after a severe battle. A portion of the garrison were taken to the site of the ruined French settlement on the St. Johns, and there hung to the same trees, with this inscription over their heads: "Not because they are Spaniards, but because they are traitors, robbers and murderers."

It was in 1565 that Menendez founded the city of St. Augustine, the oldest within the present limits of the United States. From this foothold colonies were sent out along the coast and into the interior of the province, and for an hundred years or more Florida was a growing and thriving Spanish colony. The Indians were almost uniformly hostile, but the superior civilization prevailed over them. Many vestiges of the early Spanish settlements in the State remain to show what the country was at this flourishing era of its history. The period of its decadence was at the conclusion of the great Continental war of 1753-60, when it passed from Spain into the possession of Great Britain. In the meantime it had been the scene of many conflicts. The English, under Sir Francis Drake, attacked and plundered St. Augustine in 1586. It was pillaged by the Indians in 1611, and sacked by the Buccaneers in 1665. Governor Moore, of South Carolina, raided into the colony in 1702, and unsuccessful attempts were made by the Georgians in 1725, 1740 and 1743 to capture and destroy St. Augustine.

In 1763 Spain ceded the whole territory of Florida to Great Britain. So greatly had its prosperity declined that its population did not exceed 600. In 1781, the Spaniards captured Pensacola, and three years later, by virtue of the treaty of 1784, they resumed jurisdiction over the country. During the last war with Great Britain the English troops under Col. Nichols occupied Pensacola, but General Jackson appearing before the town, they decamped to their fleet. Jackson, while fighting the Indians in 1818, was so affronted by the conduct of the Spanish governor that he took possession of Pensacola and sent the Spanish prisoners to Havana.

The Spanish government recognized "manifest destiny" in 1819, and consented to the cession of the entire terri-

tory of Florida to the United States. The exchange of flags took place in 1821, a territorial government was established in 1822, and Florida was admitted as a State into the Union in 1845.

From the time of the cession down almost to our own day, there have raged those desolating Indian wars which reddened the border settlements with the blood of white men, women and children, and made the Everglades resound with the dying whoop of the hunted Seminole. The story of the valor of Coa-cou-chee, of Osceola, and of Little Cloud, fighting the last battles of their race for the hunting grounds of their ancestors, has passed into poetry and romance.

Florida, like her sister Southern States, was a battleground between North and South in the late civil war. After the passage of the ordinance of secession in 1861, Fort Pickens in Pensacola harbor, was invested by the Confederate troops, and the Navy Yard was occupied. Fernandina and St. Augustine were captured by Admiral Dupont's fleet in 1862. The following month the United States forces occupied Jacksonville, and the Confederate authorities abandoned nearly the whole of Northern and Western Florida, including Pensacola, and withdrew their army into Georgia. The year 1864 was characterized by raids on both sides. General Birney penetrated to Trent Creek, and the Confederate salt works at Ocala were destroyed. In February of this year General Trueman Seymour marched westward with a large body of United States troops, and at Olustee was disastrously defeated by the Confederate army under General Joseph Finegan. He retreated with a loss of 1200 men, leaving his dead and wounded on the field; and during the remaining months of the war the Federals were on the defensive.

After the surrender of General Lee, at Appomattox,

Virginia, the people of Florida abandoned further resistance, and the State was duly reconstructed by Congress.

GEOGRAPHY.

The State of Florida extends from the parallel of 31° North latitude to 25° North latitude, and lies within 80° and 88° West longitude from Greenwich. It is in the same latitude with the Desert of Sahara, Southern China and Northern Mexico, but its comparative degree of heat is not accurately indicated by its latitude, for it is isothermal with the Bermudas, Egypt, Northern Hindostan, Southern California and Louisiana. Moreover, lying between the Gulf of Mexico and the Gulf Stream, its main portion is fanned by ocean breezes which materially modify the temperature.

The shape of the State has been likened to that of a boot; the foot part being Northern Florida, and the leg being the peninsula. The first extends about 350 miles from East to West, and the peninsula 400 miles from North to South, and ninety miles, on the average, from East to West. The Gulf Stream skirts the Eastern coast about 300 miles. The State contains 59,868 square miles, or 37,931,520 acres, and is therefore a little larger than Georgia, Illinois or Michigan, and almost as large as the New England States or the united kingdoms of Portugal, Belgium and the Netherlands. The extent of her coast line is rather extraordinary. It is not less than 1,100 miles; a distance nearly equal to that from Portland, Maine, to Jacksonville, Florida, in a straight line.

The surface of the eastern section of the State is generally level. In Western Florida it is rolling or hilly. The

extreme southern part is covered with swamps. The coast is indented with thousands of bays and inlets formed by the jutting of the land, and by innumerable islands. The principal rivers are the Apalachicola, which has its source in the mountains of Upper Georgia; the beautiful Suwanee, in Middle Florida; the Withlacoochee, the Ocklawha and the Indian River, in Southern Florida. The great stream of the State, however, is the magnificent St. Johns, which rises in the Everglades, and winds northward a distance of four hundred miles until it empties into the Atlantic Ocean below Jacksonville.

The peninsula is filled with beautiful lakes, some of them being navigable for large steamers, and one of them, Lake Okeechobee, in the Everglades, being fully forty miles long and thirty miles wide. The lake scenery, in the neighborhood of the upper waters of the St. John, is unsurpassed in loveliness. Several of the larger bays on the coast deserve notice. Tampa Bay, Apalachee Bay and Pensacola Bay, are broad and deep enough to float navies. The State abounds in remarkable mineral springs. The Wakulla River rises about ten miles northwest of St. Marks from one of them. The water is moderately cold and highly impregnated with lime. From the big spring of Chipola bursts a furious river; Silver Spring, in Marion County, is a basin of surpassingly clear and deep water. The Sulphur Springs of the Suwanee are a curiosity, and enjoy a local reputation for curing rheumatism, dyspepsia and other kindred diseases. Springs of salt water are not uncommon in the interior.

Scientists say that the geological formation of Florida is of comparatively recent origin. The opinion of one of them, relative to the peninsula, is expressed in this language: "The whole peninsula has been formed by the successive growth of coral reefs added concentrically from

North to South to the first deposits, while the accumulation between these reefs has been a mixture of coral and fragments of shells, the coral prevailing in some parts, as in the regions of the Everglades, and in other portions, especially the Northern and Eastern, the shell." Agassiz assumes, of the lower half of the peninsula, "that if the growth be one foot in a century from a depth of seventy-five feet, and that each successive reef has added ten miles of extent southward, it would have required, on this computation, 135,000 years to have formed the southern half of the peninsula." The upper part of Florida is, of course, much older.

Harper Bros.

Banana Tree.

CLIMATE AND PRODUCTIONS.

Florida undoubtedly possesses the most equable and salubrious climate, all the year round, of any State in the Union. The thermometer seldom rises above 90° in the summer, nor falls below 30° in the winter. The summer may be said to be seven months long, but the heat is not intense. This is attributable in a great degree to the circumstance that the peninsula is fanned on the East by the Atlantic breezes, and on the West by those of the Gulf of Mexico, both of which can be sensibly felt in the middle of the State.

The winter in Florida resembles very much the season known in more northern latitudes as the "Indian Summer." The climate of Florida, however, has the additional advantage of being more dry and elastic. Rain falls rarely during the winter months. Five out of six days are bright and cloudless, and of the most agreeable temperature. In Southern Florida frost very rarely appears. Even as far north as the Suwanee River there are generally but two or three nights in a whole winter when ice as thick as a half dollar is found. A consequence of the evenness of the temperature is the very delightful salubrity of the nights in the sultriest season of the year, by which the body is refreshed, the sleep rendered sound, and the natural faculties are restored to vigor.

The following tables show the range of the thermometer throughout the year in Florida, and the evenness of the temperature as compared with that of given points in the Northern States.

Observations made at Jacksonville for five years, from 1857 *to* 1861, *both inclusive, showing the highest and lowest range of the Thermometer each month. The figures are the mean of three daily observations:*

MONTHS.	1857.		1858.		1859.		1860.		1861.		REMARKS.
	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	
January....	72	16	76	38	76	30	76	40			
February...	81	44	77	39	79	39	79	44	75	42	Ice one to two inches thick, Jan. 19th and 20th, 1857.
March.. ...	85	41	83	34	84	45	83	40	83	43	
April	81	47	86	49	89	53	92	58	85	54	
May.....	91	61	91	66	92	64	92	58	94	64	
June	91	73	92	73	94	70	97	69	98	73	
July	89	68	96	74	95	70	98	74	92	70	
August. ...	95	75	94	75	91	75	93	73	91	73	At 7 A. M., Nov. 25, 1860, the Thermometer stood at 25 deg.
September.	92	64	86	64	92	70	89	65	92	58	
October	81	42	85	62	84	50	87	53	86	57	
November..	82	27	79	39	79	35	80	25	79	45	
December..	80	39	78	40	79	36	72	32	74	38	

It is proper to observe that there is a marked difference in the theometric range at Enterprise, two hundred miles south of Jacksonville, the temperature being much more even.

The following is a comparative table, showing the monthly and yearly mean of twenty years at St. Augustine, of thirty-one years at West Point, and of thirty-five years at Fort Snelling, Minn.:

	Jan.	Feb.	Mar.	Apl.	May	Jun.	July	Aug	Sep.	Oct.	Nov.	Dec.	YEAR.
St. Augustine, Fla . . .	57.03	59.94	63.34	68.78	73.50	79.36	80.90	80.56	78.60	71.88	64.12	57.26	69.61
West Point, N. Y. .	28.28	28.80	37.63	48.70	59.82	68.41	73.75	71.83	64.31	53.04	42.23	31.98	50.73
Ft. Snelling, Minn. .	13.76	17.57	31.41	56.34	58.97	68.46	73.40	70.05	58.86	47.15	31.67	16.89	46.54

In Florida an extraordinary variety of valuable productions are successfully cultivated. Lying as it does partly within the temperate zone and partly within the semi-tropical regions, within its limits may be seen flourishing most of the vegetation familiar to the soil of the Middle and Western States, together with the fruits of the West Indies. At least one-fourth of the entire area of the State is south of the line of frost, and will grow successfully the orange, the lemon, the citron, the grape fruit, the banana, the pine-apple, and the cocoa-nut. Most of the tropical trees and shrubs grow spontaneously. Tobacco, sugar and hemp have been cultivated to some extent, and can be made very valuable productions if systematically treated. The yield of sugar is much more to the acre than in Louisiana. Cotton has hitherto been the leading staple. Indian corn has been largely raised, but not in sufficient quantities to supply the home demand. Within a few years the raising of early vegetables for the Northern trade has been commenced, with great success, on the St. Johns River, and along the railroads. Among the vegetables which are readily grown and bring remunerative prices, are tomatoes, cucumbers, melons, green peas, beans, cabbages, turnips, beets, squashes, onions, asparagus, and sweet and Irish potatoes. Wheat has been partially cultivated in the northern part of the State. The Ramie plant has just been introduced, and it is believed will become an important staple. Arrowroot, indigo, the castor bean, can be raised without difficulty. The large growth of the Mulberry renders the conditions favorable to the production of the silk worm. There is no reason why tea and coffee cannot be cultivated, as the climate and soil are especially adapted to the purpose. Of the fruits other than tropical, the peach, grape, fig, pomegranate and plum are produced. Berries grow profusely.

Florida is the best timbered State in the Union. Over 30,000,000 of acres are covered with heavy forests. The business of cutting and shipping lumber is large and increasing. Florida also exports naval stores, and at Key West there are extensive salt works. Further remarks on the soil and productiveness of the State will be found in the paragraphs devoted to the advantages of Florida for immigrants.

Population, Social and Political Condition.

According to the census of 1870 the population of Florida aggregates 187,748; of which 96,057 are whites and 91,689 blacks. This shows a proportion of a fraction over three inhabitants to the square mile; a density about equal to that of the States of Kansas and Texas. The population of the State in 1860 was 140,123, so that in spite of the ravages caused by the civil war, the increase in ten years has been 47,625, or thirty-four per cent.

The leading cities and towns in the State are Jacksonville with a population of 13,000, Fernandina with 2,500, Tallahassee with 2,500, St. Augustine with 3,500, Lake City with 2,000, Pensacola with 2,000, Gainesville with 1,500, Key West with 5,000; Palatka with 1,000, Quincy with 800, and Apalachicola with 1,000.

The seat of government is at Tallahassee. The new constitution, adopted by the people and approved by Congress in 1868, vests the executive power in a Governor, who is elected for four years. He is assisted in his deliberations by a Cabinet, composed of the principal officers in the State, viz: the Secretary of State, the Attorney-General, the Comptroller, the State Treasurer, the Surveyor-General, the Superintendent of Instruc-

tion and the Commissioner of Immigration. This is a novel feature in the framework of a State government, but was suggested by the success of the arrangement in the Federal system. The legislative power is vested in a Senate and Assembly. The former consists of twenty-four members, elected for four years; the latter of fifty-three members, elected for two years. The judicial power is vested in a Supreme Court, Circuit Courts, County Courts and Justices of the Peace. The Judges of the Supreme Court are appointed for life, of the Circuit Courts for eight years, and of the County Courts for four years. The election for State and County Officers and Members of the Legislature takes place the first Tuesday after the first Monday in November. Annual Sessions of the Legislature are held, beginning on the first Tuesday after the first Monday in January.

The present State government (1871-2) is as follows:

Governor,	HARRISON REED.
Lieutenant-Governor,	SAMUEL T. DAY.
Secretary of State,	JONATHAN C. GIBBS.
Comptroller,	ROBERT H. GAMBLE.
Treasurer,	S. B. CONOVER.
Attorney-General,	J. B. C. DREW.
Commissioner of Immigration,	J. S. ADAMS.
Superintendent of Public Instruction,	CHARLES BEECHER.

At the last political election in the State (1870) the vote was as follows: Republican, 12,439; Democratic, 11,810; Republican majority, 629. The Republicans elected one majority in the State Senate and three majority in the House of Representatives.

Florida, though one of the first-settled countries on this continent, has really all the characteristics of a new State.

Its scanty population has been scattered over a territory of nearly 60,000 square miles, and has heretofore been engaged almost wholly in agriculture. The social conveniences and advantages enjoyed in the thickly-settled States further North must not, therefore, be expected here. But immigration is pouring in and the State is rapidly improving. Schools and churches are to be found in all the towns and villages throughout the State, and a new system of public education has been provided for in the new constitution. In reference to the feeling of the old inhabitants towards new comers, the State Commissioner of Immigration, Mr. Adams, (himself a Northern man) writes:

"In our correspondence the question is often asked: 'Is it safe for a Northern man to come to Florida?' The answer is: That there is no sort of danger whatever. The immigrant of good character and habits will be readily received by all. Southern men and women are not super-human, and cannot be expected suddenly to absolve themselves from the domination of those trains of political thought and those prevalent social notions that have ruled them for years, or to sympathize at once with the political ideas of a triumphant radicalism. But the whole population of the State is becoming rapidly convinced that 'men, money and labor,' are to be watch-words in the success of the future of Florida. * * * Indeed, any good citizen that proposes to pay special attention to his own affairs, will be welcomed by all, and this without any sacrifice of principle or any abridgment of his rights of free thought and free speech. Northern men and women, who may come and persist in associating exclusively with each other, and sequester themselves diligently from all social intercourse with old residents, will be allowed thus to indulge their social predilections without let or hindrance."

How to Get to Florida.

The All-Rail Routes.

Visitors to Florida, going from the North, make Savannah the first objective point. It can be reached from Eastern points via connecting lines to Baltimore. From N. Y. by the N. Y. and Phila. R. R., running through trains—to which are attached cars having all the modern improvements—to Baltimore, Washington and Richmond. From Baltimore, via *Bay Line* of *Steamers* to *Portsmouth, Va.*, connecting with "*Atlantic Coast Line.*" *Or*, From Washington, via *Acquia Creek*, to Richmond; at Richmond two routes compete for the travel—the "Upper Route," via *Danville*, *Charlotte* and *Augusta*, and the "Atlantic Coast Line," via Petersburg, Wilmington and Charleston. The "Great Southern Mail Route," via Washington, Lynchburg, Knoxville, Chattanooga, Atlanta, Macon, and Jesup Junction, giving the tourist an opportunity to visit the most interesting localities in the entire South.

Travelers from points North and West of the Ohio River will find at the Railroad Ticket Offices in all of the principal cities schedules, giving the distances and time to Savannah and Florida.

From Cleveland, Columbus, Cincinnati, Toledo, Detroit, places on Lakes Erie and Michigan, and points North and East of Louisville, the "Short Line" is via Louisville and Nashville R. R. From St. Louis, and points North and West, the most direct route is via the St. Louis and Iron Mountain R. R.

The Rail connections, North and West, are in excellent condition. Drawing Room and Palace Sleeping Cars are attached to all Through Trains. Polite and attentive Conductors and good Eating Houses on the entire route.

Schedules of the different routes will be found on advertisement pages at back of book.

THROUGH TICKETS FOR SALE AT

BOSTON—At **87, 79, 82 & 134** Washington Street; Boston & Providence Depot; Boston & Albany Depot; Old Colony Depot; No. 3 Old State House; Boston, Hartford & Erie Depot; and No. 15 U. S. Hotel Block.

NEW YORK—At **229, 303 & 944** Broadway; and all the principal Hotels; and at foot Courtlandt Street; BROOKLYN: 1 Court Street, City Hall Square.

PHILADELPHIA—At **409 & 828** Chestnut Street; Exchange in Continental Hotel; 44 South Fifth Street; and at the Philadelphia, Wilmington and Baltimore Depot, corner Broad and Prime Streets.

BALTIMORE—At the Camden Street Station, Baltimore and Ohio Railroad Depot: **149** West Baltimore Street; S. E. corner Baltimore and Calvert Street.

WASHINGTON—At Adams Express Building, opposite Baltimore Depot; at the Maryland Avenue Depot; at **511 & 603** Pennsylvania Avenue; Steamers, foot 7th Street; and at the principal Hotels.

Also at the Railroad Ticket Offices in Richmond, Charleston, Macon, Atlanta, Nashville, Memphis, Louisville, St. Louis and New Orleans

BY SEA TO FLORIDA.

From New York, Boston, Philadelphia and Baltimore. (By Steamship to Savannah and Rail to Florida.)

The Sea Routes from New York are via NEW YORK AND SAVANNAH STEAMSHIPS, consisting of four lines of commodious and well-appointed Steamers. The *Leo* and *Virgo*, of Murray, Ferris & Co's Line, sail from Pier 16 East River, on alternate Tuesdays. The Steamships *Herman Livingston* and *Gen. Barnes*, of Livingston, Fox & Co's Line, from Pier 36 North River. The Steamships *San Salvador* and *Magnolia*, of W. R. Garrison's Line, from Pier 8 North River; and the Steamships *Huntsville* and

Montgomery, of R. Lowden's Line, from Pier 13 North River. Through Tickets sold by the Agents of these Lines to Florida and interior points in Georgia and Alabama. See advertisement, page 84.

The NEW YORK AND CHARLESTON LINE of Steamships, composed of staunch and favorite vessels, thoroughly seaworthy and well-appointed in every respect, consisting of the *James Adger*, *Manhattan*, *South Carolina*, *Champion*, *Georgia*, and *Charleston*, sell Through Tickets, via the Savannah and Charleston R. R., to all points in Florida. Their sailing days are Thursdays and Saturdays, from Pier 29 North River. H. R. Morgan & Co., Agents. See page 80.

BY SEA, FROM BOSTON.

The Boston and Savannah S. S. Co. dispatch the new and elegant Steamers *Seminole* and *Oriental*, on the 10th, 20th and 30th of each month; returning, leave Savannah on the same dates. Through Tickets to all points in Florida sold by F. Nickerson & Co., Agents 205 State Street, Boston.

BY SEA, FROM PHILADELPHIA.

The Philadelphia and Southern Mail Steamship Co. have a weekly line to Savannah, leaving every Saturday, from Queen Street Wharf. The *Wyoming* and *Tonawanda* are noted as first-class vessels, and have obtained a most enviable reputation for the regularity of their trips. Through Tickets sold to all points in Florida and the interior of Georgia and Alabama. See advertisement on page 85. W. L. James, Agent, 130 South 3d Street, Philadelphia.

BY SEA, FROM BALTIMORE.

The Baltimore and Savannah Steamship Co. dispatch, on the 10th, 20th and 30th of each month, one of their

thoroughly sea-worthy and commodious Steamers to Savannah. The Line is extremely well managed, and the *America*, *Saragossa*, and *North Point* are commanded by experienced and able officers. Through Tickets to all points in Florida and the interior are sold by the Agent, James B. Andrews, Flannigan's Wharf, Baltimore.

From Charleston and Savannah to Florida.

The quickest and most comfortable route is via the Savannah and Charleston and Atlantic and Gulf Railways. Travelers and invalids avoid the discomforts and risks attendant upon a sea voyage along an exposed, and at times, stormy coast. The Bar of the St. Johns, at Jacksonville, Fla., is frequently so rough that steamers are unable to cross it, and great inconvenience and suffering from seasickness has been experienced by travelers, from this cause. To those who are proof against the mal-de-mer, and prefer the sea, there is a weekly line of boats from Charleston and Savannah to Jacksonville. The passenger by Rail will have the advantage of Palace Sleeping Cars running through, without change, from Savannah to Jacksonville, where boats connect with the St. Johns River and the St. Augustine Railroad. The route of the Atlantic and Gulf Railroad is through the south-eastern section of Georgia. It connects with the Florida net-work of railroads at Live-Oak Station, in Florida, and this brings it in close railway and steamboat connection with all principal points in the State. The Express Train of the Atlantic and Gulf Railroad leaves Savannah daily, at 5.00 P. M., and through passengers are due at Jacksonville in 15 hours, at Tallahassee in 18 hours, at St. Marks, on the Gulf of Mexico, in 19½ hours, and at Cedar Keys, in South-western Florida, in 25½ hours. At Jacksonville there is daily steamboat connection with all the towns and

landings on the St. Johns River. See advertisement of Brock's Line on page 91.

Florida can also be reached from New Orleans by Steamers of the New Orleans, Florida and Havana S. S. Co., which touch at Cedar Keys, en route to Key West and Havana. Northern visitors to Florida, who wish to return home either by the way of Havana or the Mississippi River can avail themselves of this convenient route, embarking at Cedar Keys. I. K. Roberts, Agent New Orleans, Florida and Havana S. S. Co., New Orleans, La.

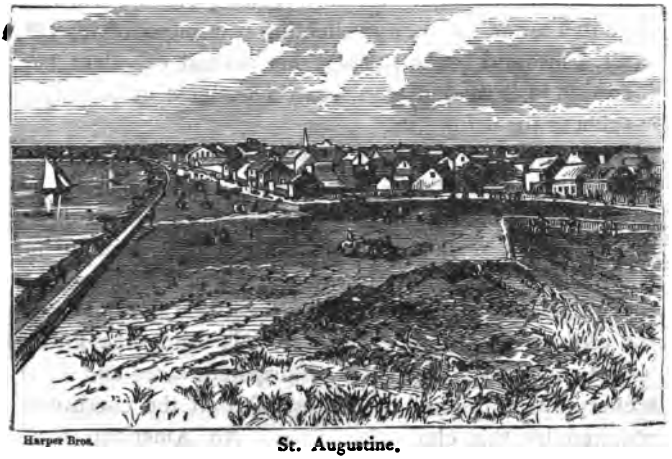
FLORIDA FOR PLEASURE SEEKERS.

It has been well said that no part of the United States can furnish a more exciting and agreeable winter hunting-ground than Indian River and the Gulf Coast. Turkeys, Ducks, Squirrels, Deer and Bear are to be found throughout the State. The hunter in the Indian river region "may comfortably camp out, month after month, with a single blanket, taking as he needs his sweet potatoes from the ground, and the orange, lemon and banana from the plantations along the route, and in the continuous sunshine of an unending spring surfeit himself with the pursuit of game."

In the rivers and bays of Florida the lover of angling will find his real paradise. They literally swarm with valuable fish. Mullet, Bass, Sheepshead, Trout, Perch—salt water and fresh—and innumerable other varieties abound. The fish caught in the Lower St. Johns will run from one to forty pounds in weight. Lakes Harney and Jessup are abundantly stocked with fish of excellent quality, which are easily caught with nets, hooks or spears.

VIEW FROM WHARF, ENTERPRIZE, FLA.

Alligator hunting is a sport peculiar to these southern latitudes and can be enjoyed to perfection along the rivers, lakes and lagoons of Florida. It takes a practiced eye to detect an alligator, for it closely resembles a rotten log, half-submerged and motionless. Shooting the alligator from the decks of the river steamers is a common enough custom, but the real alligator hunt is to be had on the upper lakes where they swarm in almost countless numbers. Hunting parties for Lake Harney are made up at Enterprise, on the Upper St. Johns. The expense is not much and the amusement prodigious.



Harper Bros. St. Augustine.

The antiquarian and enthusiast in historical research will find abundant material of interest in the visible traces of the Spanish occupation of two and three centuries ago. Remains of ancient cities, forts, breastworks, churches, and roads may be found, sometimes when least expected, in the midst of dense forests which have grown up and covered the vestiges of the early civilization. St. Augustine

the oldest city on the North American continent, is unsurpassed in interest to the antiquarian. The battle fields of the later Indian wars also have a peculiar attractiveness. Here the tourist may study the historic spots illustrated by the valor and genius of Jackson, Taylor and Worth. The State of Florida offers rare opportunities for study to the students in Geology and Botany. The former have an interesting and important subject for investigation in the extraordinary coral formation of the peninsula; the latter in the wonderful and varied growth of floral and other vegetation. Several professors of Natural History from Northern institutions of learning were in Florida last year, collecting specimens of insects, birds, fishes and beasts. There are several excellent taxidermists in Savannah who make a business of preparing specimens for naturalists.

There are those to whom field and water sports are uninteresting. They travel for a love of change merely, or to behold the beautiful and novel in nature or to enjoy *idleness*—as a relaxation from severe and unremitting labor. The soft, balmy air, the clear, blue sky, the genial, though never enervating warmth, the tropical richness of the verdure, the bright-plumaged birds filling the forests with their music, the placid, transparent lakes and river scenery of unsurpassed loveliness, fulfil all the conditions required by this class of tourists. No American need seek an Italy across the waters when one lies here, almost within a day's travel.

FLORIDA FOR INVALIDS.

For more than a century Florida has been a resort for invalids from all parts of the world and particularly for those afflicted with pulmonary complaints. The dryness, evenness and salubrity of the climate are a most delightful and health-restoring change from the piercing winds and frigid temperature of the Northern, Middle and Western States in the winter. That many consumptives who have come to Florida die of the disease is true, but it is equally certain that they had postponed their visit until it was beyond the power of any climatic change to effect a cure. But there are thousands of persons threatened with the consumptive's death who have recovered their health in Florida, or at least have lengthened their days not unpleasantly.

It is estimated that at least fifty thousand people visited Florida last winter, of whom about a fourth were invalids. The many beautiful villages and landings on the St. Johns River, as far up as Enterprise, were crowded with these seekers for renewed life and health. St. Augustine and the Indian river country, on the Atlantic coast, were also filled with visitors of the same character. Among these were not only people troubled with lung diseases, but those who were suffering from nervous complaints and from physical and mental prostration. Many were overworked business men from the great cities of the North and West, who sought this delicious and invigorating mode of recuperation.

The mildness of the atmosphere in winter permits much exercise in the open air. It is not uncommon for the native ladies to walk late in the moonlight evenings covered, as to the head, only with a lace veil. Some nights are damp and chilly, particularly in the Northern

parts of the State, and a little fire is comfortable; but usually, throughout the winter, the inhabitants sit without a fire and with open doors and windows. These remarks are not intended to convey the idea that caution as to clothing can be neglected by the invalid. A writer on this point says: "As a rule, invalids should not expose themselves to the night air nor be tempted on warm, bright days to lay aside thick shoes and comfortable clothing. The invalid should always be clad in woolen clothing, and the robust do not require a linen suit except in the summer months."

Statistics testify to the healthfulness of Florida. Notwithstanding the fact that so many thousands of consumptives resort to the State for relief, the proportion of deaths from pulmonary complaints in it is less than in any other State in the Union.

The census of 1860 showed that these deaths were as follows:

Massachusetts,	one in	254
Maine,	"	289
Vermont,	"	404
New York,	"	473
Pennsylvania,	"	580
Ohio,	"	677
California,	"	727
Virginia,	"	757
Indiana,	"	792
Illinois,	"	878
Florida,	"	1,447

There is a wide-spread misapprehension respecting the malarial character of the interior of Florida. It is supposed that in some parts the air is charged with the most poisonous and noxious vapors arising from the swamp lands, and that fevers are common in consequence of it.

It is true that there is much swampy land in the State, and that wherever there is a dense vegetable growth accompanied by decomposition, malarious diseases arise, but in this case, the magnificent breezes, which sweep across the country, clear the atmosphere and purge it of its evil humors. All fevers in Florida assume a much milder type than in other sections where they are prevalent. Surgeon-General Lawson, of the United States Army, in his report explicitly asserts this. He says that statistics show "that the ratio of deaths to the number of cases of remittent fever has been much less among the troops serving there than in any other portion of the United States. In the Middle Division the proportion is 1 death to 36 cases of remittent fever; in the Northern Division, 1 to 52; in the Southern Division, 1 to 54; in Texas, 1 in 78; in California, 1 in 122; in New Mexico, 1 in 148; while in Florida it is 1 in 287.

The remedial character of the springs, which abound in every part of the State, must not be overlooked. Some are known to be highly beneficial to rheumatic and dyspeptic patients. A reference to the index of this work will give inquirers the location of several of the best esteemed spas in the State.

FLORIDA FOR IMMIGRANTS.

The Legislature of Florida has taken active measures to induce immigrants, from the North and West and from Europe, to settle in the State. A Department of Immigration has been established in connection with the State Government; the officer is styled Commissioner of Immigration, and he is a member of the Governor's Cabinet. The Bureau furnishes, upon application, all the information an intending settler may desire about the price, character and situation of lands and the means of getting to them.

It may be succinctly said that the inducements to immigration to Florida consist in the cheapness of the lands, ease of tillage, wide scope of crops, heavy profits and healthfulness of climate. The lands of the State are classified as swamp lands, high and low hummock and pine. The first are the most durably rich lands in the Union. Ditching is indispensable in preparing them for profitable cultivation; then they produce a succession of exhausting crops with the most wonderful vigor. They are especially adapted for sugar, and have been known to yield four hogsheads to the acre, which is more than twice the average of Louisiana productiveness. There is at least a million of acres of this land vacant in Florida, most of which can be bought of the State for less than two dollars per acre.

The characteristic of the hummock, as distinguished from the pine land, is that it is covered with a growth of underbrush, while the latter is open. Whenever the land is not so low as to be called a swamp and produces an undergrowth of shrubbery, it is called hummock. These lands stud the pine forests every few miles and vary in extent from twenty acres to forty thousand acres. The

low hummocks require a little ditching, and are adapted to the growth of the cane. The high hummocks are composed of very rich soil and produce, with very little cultivation, all the crops of the country. They require no other preparation than clearing and ploughing, and are the lands most sought after by new settlers; the price varies from 25 cents to $25.00 per acre, according to location.

The pine lands are generally cleared by girdling the trees and cutting away the underbrush. The following year nothing remains but the trunks and dry branches which offer no further impediment to the rays of the sun. The fertility of what is denominated "first-rate pine" is remarkable. Some districts have yielded during fourteen years of successive cultivation, without the aid of manure, 400 pounds of Sea Island Cotton to the acre. The poorer classes of pine lands are valuable for the raising of Sisal hemp. They afford an excellent range for cattle, and are worth still more for their timber and naval stores. Prices of "first-rate pine" land varies from 25 cents to $10 per acre, according to location.

Unimproved lands on the St. Johns River can be had at from $5 to $15; and improved lands in the same locality at from $20 to $30. Plantations in other parts of the State, partially cleared and having some improvements, such as buildings and fences, are worth from $3 to $10 per acre. Lands, having orange groves in bearing, are from $50 to $250 per acre. On account of the genial climate, the finished, compactly-built dwelling-houses of the more rigorous North are not required. Less expensive buildings, the cost being not more than from $200 to $500, will answer every purpose of health and comfort.

The extraordinary variety of crops suitable to the soil of Florida is alluded to on another page. Many of

them, with much less of the cost and hard labor expended in other farming sections of the Union, can be made exceedingly profitable. For settlers of small means the early vegetable cultivation and the raising of fruit make handsome returns, and for large capitalists there are fortunes in the production of cotton, sugar, fine Cuban tobacco and naval stores. There are also similar inducements in stock raising, the cutting of timber and lumber, salt making and the fisheries. Enterprising men and women, who know "how to keep a hotel," can settle anywhere along the railroad lines or on the St. Johns, and depend on constant and remunerative business.

Visitors to Florida, for the first time, are usually apprehensive about *snakes*. Notwithstanding its tropical situation there are few poisonous reptiles in Florida. In some localities the rattlesnake may be found, if sought for diligently, but generally the only snake visible is a species of harmless, water snake. The alligators are not aggressive towards strangers. They are rather disposed to run than fight when attacked. The mosquitoes flourish in the summer season, as they do everywhere else, but are less voracious than the Jersey breed. The other bugbear to the stranger in Florida—the malarial fever, is spoken of elsewhere. When it does occur, it is of the very mildest type, is not necessarily dangerous and yields easily to simple remedies.

THE DIRECT ROUTE TO FLORIDA,

(AND ALSO TO SOUTHERN GEORGIA,)

BY THE

Atlantic and Gulf Railroad.

This Railroad is the great connecting link between the Atlantic coast railroads from the North (via Savannah) and Southern Georgia and Florida. It affords a through railroad connection for passengers and freight between those flourishing sections and Baltimore, Philadelphia, New York and Boston.

The main trunk extends from Savannah to Bainbridge, on the Flint River, nearly to the Alabama State line, a distance of 236 miles. There are two branch roads; one beginning at Lawton and extending to Live Oak, a distance of forty-eight miles, and connecting with the Jacksonville, Pensacola and Mobile Railroad; and the other from Thomasville to Albany, Ga., a distance of fifty-eight miles. The Atlantic and Gulf Railroad also connects at Jesup with the Macon and Brunswick Railroad, and passengers and freight are taken either for the coast or for all points in Middle and Upper Georgia and Alabama.

The following is the Time Table of the

ATLANTIC & GULF RAILWAY.

JOHN SCREVEN, Pres., Savannah, Ga. H. S. HAINES, Gen. Superintendent. D. MACDONALD, Treas., Savannah, Ga.

Going South. M'c'n Exp.	Acc.	Exp.	Miles	STATIONS. (LEAVE)		(ARRIVE)	Miles	Going North. Exp.	Acc.	M'c'n Exp.
P. M.	P. M.	P. M.						A. M.	A. M.	A. M.
†7.00	¶11.00	‡5.00	0	Savannah [1]			236	‡11.25	§2.45	8.00
7.34	11.52	5.31	10	Miller's			226	10.55	2.05	7.30
	A. M.									
7.53	12.22	5.49	16	Way's			220	10.37	1.41	7.12
8.21	1.07	6.14	24	Fleming			212	10.11	2.00	6.47
8.45	1.44	6.36	32	McIntosh	Main Line		204	9.49	12.33	6.25
9.10	2.21	6.57	39	Walthourville			197	9.28	12.05	6.04
									P. M.	
9.35	3.00	7.21	46	Johnson			190	9.04	11.35	5.40
10.05	3.40	7.46	52	Doctortown			183	8.38	11.00	5.13
†10.20	†4.00	‡8.00	57	JESUP [2] (Junc. M. & B. R. R.			179	‡8.25	†10.45	5.00
	6.20	9.41	68	Screven			168	6.47	8.26	
	6.36	9.52	77	Patterson			159	6.35	8.13	
	6.57	10.12	86	Blackshear			150	6.18	7.50	
	7.40	10.50	97	Tebeauville			139	5.40	7.10	
	8.38	11.20	108	Glenmore			128	5.11	6.14	
	9.04	11.41	115	Argyle			121	4.49	5.48	
	9.27	11.59	122	Homersville			114	4.32	5.27	
		A. M.								
	9.55	12.20	131	Lawton [3]			105	4.10	5.00	
	10.45	1.10	139	Stockton			97	3.19	4.14	
	11.05	1.28	144	Naylor			92	2.59	3.50	
	11.55	2.13	157	Valdosta			79	2.13	3.00	
	P. M.									
	12.42	2.47	166	Qualey's			70	1.22	2.16	
	1.20	3.13	174	Quitman			62	1.04	1.42	
	2.14	3.37	181	Dixie's			55	12.38	12.53	
	2.50	4.03	188	Boston			48	12.12	12.17	
								P. M.	A. M.	
	3.50	4.45	200	Thomasville [4]			36	11.30	11.20	
	4.43	5.34	211	Okloknee	Albany Division		47	10.34	10.29	
	5.28	6.15	224	Pelham			34	9.47	9.45	
	5.55	6.48	232	Camilla			26	9.19	9.20	
	6.49	7.25	242	Baconton			16	8.43	8.25	
	7.16	7.57	250	Hardaway			8	8.13	7.57	
	†8.10	‡8.35	258	ALBANY [5]			0	‡7.30	†7.10	
	5.19	6.02	214	Cairo			22	9.52	9.46	
	5.47	6.30	22[illegible]	Whigham			15	9.25	9.17	
	6.20	7.00	228	Climax			8	8.55	8.42	
	†7.00	‡7.35	236	Bainbridge [6]			0	‡8.20	†8.00	
	P. M.	P. M.						A. M.		
	¶11.00	‡5.00	0	Savannah [1]			263	‡11.25	§2.45	
									P. M.	
	A. M.	‡8.00	57	Jesup [2] (Junc. M. & B. R. R.)			206	‡8.25	†10.45	
	†4.00	A. M.								
	10.00	12.35	131	Lawton [3]	Florida Division		132	3.55	4.40	
	10.51	1.15	142	Forrest			121	3.15	3.57	
	11.16	1.37	151	Statenville			111	2.55	3.30	
	11.58	2.15	163	Jasper			99	2.15	2.48	
	P. M.									
	12.29	2.45	171	Suwanee			90	1.38	2.18	
	12.55	3.10	179	Live Oak [7]			82	1.15	1.55	
			203	Lake City			60			
			243	Baldwin			20		A. M.	
	†6.00	†7.50	263	JACKSONVILLE			0	‡8.20	†8.30	
	†5.25		268	TALLAHASSEE					†8.45	
			287	ARR. Quincy		LVE.				

‡ Daily. † Except Sunday. § Except Monday. ¶ Except Saturday. * Meals.

CONNECTIONS.

[1] At Savannah, with Savannah and Charleston and Central (Ga.) Railways, and New York, Philadelphia, Baltimore and Boston Steamships.

[2] At Jesup, with Macon and Brunswick Railway for Macon, Atlanta, and principal cities of the South and West.

[3] At Lawton, for Jacksonville, and points in Florida.

[4] At Thomasville, with Albany Division.

[5] At Albany, with Southwestern Railway.

[6] At Bainbridge, with Steamers for Columbus, Ft. Gaines, Eufaula and Apalachicola.

[7] At Live Oak, with Jacksonv., Pensacola and Mobile Railway for Madison, Monticello, Tallahassee, Quincy, St. Marks, Jacksonville, St. Augustine, and points on the St. Johns River.

[8] At Baldwin, with Florida Railway for Fernandina, Gainesville and Cedar Keys.

EXPRESS TRAIN—NOTES.—Through to Jacksonville without change.

No change of cars between Savannah and Albany.

Close connection at Baldwin with trains on Florida Railroad, to and from Fernandina and Cedar Keys.

Sleeping Car on this train.

Close connection at Albany with trains on Southwestern Railroad.

Passengers to and from Brunswick make close connection with this train.

ACCOMMODATION TRAIN—NOTE.—This is the only train making close connection at Live Oak for stations on J., P. & M. Railroad, west of Live Oak.

Both of the above trains make close connection at Jesup with trains to and from Macon for and from Florida.

Close connection at Albany with trains on Southwestern Railroad.

MACON EXPRESS TRAIN—NOTE.—Close connection at Macon, both ways, with Macon and Western Railroad trains to and from Atlanta.

C. D. OWENS, Genl. Agent,

229 Broadway, cor. Barclay St., N. Y.

The following are the stations on the Atlantic and Gulf Railroad after leaving Savannah:

Millers—10 miles from Savannah, 226 miles from Bainbridge. Wood station.

The railroad crosses the Little Ogeechee River, just east of this station.

Ways—15¾ miles from Savannah, 220¼ miles from Bainbridge. Wood station. There are Presbyterian and Baptist Churches near here. The County seat of Bryan County is near here. Within one mile east of this station the road crosses the Great Ogeechee River. Some of the largest rice plantations in Georgia are situated on its banks. A short distance below the bridge the blockade runner, "Rattlesnake," previously the "Nashville," was sunk by the guns of the Federal fleet, then lying below Genesis Point. On this point was the Confederate battery, Fort McAllister, which was cap-

tured after a sharp fight, by Sherman's Army, on its "march to the sea."

Fleming—24 miles from Savannah and 212 miles from Bainbridge. Telegraph office. About fifteen miles from here, on the shore, is the harbor of Sunbury, one of the best on the Georgia coast, and one of the earliest settlements in the State. Visitors may see there the old Sunbury Fort and have a fine view of St. Catherine's Sound. At Fleming are Methodist and Baptist Churches.

McIntosh—32 miles from Savannah and 204 miles from Bainbridge. This station is two and one-half miles from the village of Flemington, Liberty County; five miles from Hinesville, the County seat; and ten miles from Riceboro, the head of water navigation on the North Newport River.

Walthourville—39 miles from Savannah, 197 miles from Bainbridge. The village of Walthourville is three miles from the station, and in ante bellum days was the summer residence of the wealthy planters of Liberty County. It was the birth-place of a number of the most eminent men of the State, and was noted for the intelligence and refinement of its society. Present population, 300. The place is a resort for invalids. There are good boarding houses kept by Messrs. Brown and Miller. Rates from $1.50 to $2.00 per day for transient visitors. The neighborhood abounds with deer and partridge. There are two churches in Walthourville, one Presbyterian and one Baptist.

Johnston—46 miles from Savannah, 190 miles from Bainbridge. Population, 150. The village contains a boarding-house, kept by Mrs. Johnston, two saw mills and a shingle mill near by. Plenty of game will be found in the vicinity.

Upon leaving this station, the road descends into the

valley of the Altamaha River. This river is one of the largest in the State and is formed by the junction of the Oconee and Ocmulgee Rivers; the former, navigable for steamboats to Dublin, and the latter to Macon. Darien, where a large trade is carried on in lumber and timber, lies near the mouth of the Altamaha. The Atlantic and Gulf Railroad crosses this stream upon a substantial lattice bridge of four spans, formed upon brick pieces of sufficient height for steamers to pass below. The swamp abounds in cypress and oak. The cypress is manufactured into shingles, and shipped to Macon, Savannah and Northern ports, and quantities of oak staves are exported to France and Spain.

Doctortown—53 miles from Savannah, 183 miles from Bainbridge. This station is near the site of an old Indian town, which was the abode of a famous "medicine man," whence the name of the station.

Jesup—57 miles from Savannah, 179 miles from Bainbridge. Telegraph office. Junction of the Macon and Brunswick Railroad. Passengers take cars here for Macon, Atlanta, and all points in Middle and Northern Georgia, Alabama and Tennessee. Connection is also made here with the growing and prosperous city of Brunswick, forty miles distant on the Atlantic coast. The population of Jesup is about 100. Hotels, kept by Mrs. Clary and Mr. Williams, will accommodate about sixty guests. Rates $3.00 per day.

Screven—68 miles from Savannah, 168 miles from Bainbridge. Wood station.

Upon the line of the road for the thirty miles west of this station, in the finest lumber region of the State, are situated eight or ten large circular saw mills engaged in cutting lumber for shipment, via Savannah, to the Northern States, Europe, the West Indies and South America. The

lumber interest is annually increasing in importance, and adds largely to the revenues of this road. The shipments of lumber over the road have increased from 8,000,000 feet in 1866, to 32,000,000 feet in 1871. Short lateral branches are being constructed into the virgin forests on either side of the line, and it is probable that the annual shipments will continue to increase for many years to come.

Patterson—77 miles from Savannah, 159 miles from Bainbridge. There are three churches in the vicinity.

Blackshear—86 miles from Savannah, 150 miles from Bainbridge. Population, 800. County seat of Pierce County. There are in the village and vicinity four saw mills and a grist mill. The Knoles House accommodates travelers at $2.50 per day or $7.00 per week. The country hereabouts is heavily timbered and large quantities of round and square timber are cut and shipped. The *South East Georgian* is published here, and there is a Methodist Church in the village.

Ten miles west of Blackshear the Brunswick and Albany Railroad crosses the Atlantic and Gulf Railroad.

Tebeauville—97 miles from Savannah, 139 miles from Bainbridge. Telegraph office. Population about 100. Situated near the head of the great Okafonokee Swamp, which abounds with game and fish, and is a famous resort of the sportsman. The Railroad House at this station, kept by J. W. Remshurt, will accommodate about thirty guests at $2.00 per day. There are two saw mills in the neighborhood, cutting about 15,000 feet of lumber daily.

Glenmore—108 miles from Savannah, 128 miles from Bainbridge. Wood station.

Argyle—115 miles from Savannah, 121 miles from Bainbridge. Wood station.

Homersville—122 miles from Savannah, 114 miles from Bainbridge. Population, 200. County seat of Clinch County. The Okafonokee Swamp is near by. Cowart's Hotel and Hodge's boarding house afford good accommodations to visitors and sportsmen. Sugar cane is raised to some extent on the neighboring plantations.

Lawton—131 miles from Savannah, 105 miles from Bainbridge. Telegraph office. Junction with the Florida branch of the Atlantic and Gulf Railroad, (which see, at the end of this article.) The Railroad House accommodates travelers at $2.00 per day. In the village the Primitive Baptists have a small meeting-house. The climate here is agreeable and the water excellent. The country is heavily covered with yellow pine.

Stockton—139 miles from Savannah, 105 miles from Bainbridge. Wood station.

Naylor—144 miles from Savannah, 97 miles from Bainbridge. Population, about 75. There are two saw mills and a wool-carding establishment near here.

Valdosta—157 miles from Savannah, 79 miles from Bainbridge. Telegraph office. Population, 2000. County seat of Lowndes County. The largest town on the railroad between Savannah and Thomasville. It ships about 5000 bales of cotton per season, and contains several mills, five white and two negro Churches, and two good hotels, Stuart's Railroad Hotel and Tranquil Hall, where accommodations may be had at $5.00 per week for permanent guests. The *South Georgia Times* is published here. In the neighborhood are many natural curiosities; one of the small rivers enters a cave and disappears. Ocean Pond and Long Pond, from three to five miles in extent, afford the best fresh-water fishing in Georgia.

From this station westward to Thomasville, the road

passes through a region which, perhaps, offers more inducements to emigration than any other part of Southern Georgia or Florida. It is a rolling country, well watered. and thickly wooded with yellow pine and other timber, There are many thrifty farmers engaged in planting cotton, corn and sugar cane, and in raising stock for the Savannah market. In summer the southerly winds are cooled in passing over the Gulf of Mexico, and the nights are always pleasant. Cases of malarial disease are rare, and mosquitoes are almost unknown. In short, there is no other part of the Southern country possessing the same advantages of climate, soil and productions, of health, proximity to schools, churches and centres of trade, where land can be purchased at as small a price as in this vicinity. The Atlantic and Gulf Railroad was only extended to Thomasville at the beginning of the late war, and as it is not on any of the great Southern Through Lines, it has in a great measure escaped the attention of persons going South in pursuit of health or seeking a home.

Ousley—166 miles from Savannah, 70 miles from Bainbridge. Population, 150. Travelers are accommodated by J. A. and W. H. Ousley. In the vicinity are several pretty lakes.

Two miles west of this station the road crosses the Withlacoochee River, an affluent of the Suwanee. Upon its banks and near the road are two springs (one of them a sulphur spring), which enjoy quite a local reputation.

Quitman—174 miles from Savannah, 62 miles from Bainbridge. Telegraph office. One of the most flourishing towns in Southern Georgia. Population, 1500. County seat of the fertile county of Brooks, which contains ten water and six steam mills. In Quitman are two carriage manufactories, a cotton and wool factory with a capital of $75,000; five churches, belonging to the Methodists,

Baptists and Presbyterians; thirty business houses, mostly built of brick, and three educational institutions; the Lovick Pierce College with 60 students, Quitman Academy with 100 students, and the Howard Institute (colored) with 60 students. This young town was planned and the streets blazed out of the pine forests in 1860. Last year 6000 bales of cotton were shipped from its depot. The Quitman *Banner* is published here. In the county is a partially explored cave, called the Devil's Hopper, which is a great natural curiosity. The sulphur springs are four miles distant from the town. Travelers are accommodated at the City Hotel by J. G. Jenkins, and McIntosh House, by Mrs. B. McIntosh. Rates, $2.00 per day, $10.00 per week, $20.00 per month. Students, $10.00 per month.

Dixie—181 miles from Savannah, 55 miles from Bainbridge. Bryan's Hotel has good accommodations at $1.50 per day. Near by is Dry Lake, a large and beautiful sheet of water, and a sink hole into which three rivers empty and show no outlet again.

Boston—188 miles from Savannah, 48 miles from Bainbridge. Population, 400. Ships 1800 bales of cotton. Several steam saw mills here, and Methodist, Baptist and Presbyterian churches. Boston is the proposed terminus of two new railroads; one to St. Marys, Georgia, and the other to Greenfield, Georgia, and is growing rapidly.

Thomasville—200 miles from Savannah, 36 miles from Bainbridge. Telegraph office. Junction with Albany branch of the Atlantic and Gulf Railroad, (which see, at the end of this article.) Population, 4000. County seat of Thomas County. The town is situated on the highest land between Savannah and the Flint River, and is 97 feet higher than Albany. It is the centre of a thriving trade and bids fair to become the most important town in Southern Georgia. Its location is dry and healthy, and

it is therefore a favorite resort for Northern invalids. The streets are broad and beautifully shaded with evergreens. The town has Episcopal, Methodist, Baptist, Presbyterian and Roman Catholic churches; five saw mills, a foundry and a tannery, and supports a newspaper, the *Southern Enterprise*. The South Georgia Agricultural and Mechanical Association holds its annual fairs here, generally continuing five days. The country around is cultivated with cotton and sugar, and is well settled. Travelers and invalids will find accommodations at the Gulf Railroad House, kept by G. W. Parnell, and Young's Hotel, by John McKinnon; charges $3.00 per day or $12.00 per week. At the boarding houses rates are from $20.00 to $25.00 per month. A Swiss Colony is successfully engaged in the grape culture near Thomasville. Thomasville shipped about 12,000 bales of cotton last year.

Cairo—214 miles from Savannah, 22 miles from Bainbridge. Population 66. Boarding houses kept by W. T. Rigsby, William Powell and Wily Pearce. Rates $1.00 per day.

Whigham—221 miles from Savannah, 15 miles from Bainbridge. A considerable trade done here with the surrounding country.

Climax—228 miles from Savannah, 8 miles from Bainbridge. Wood station. At this station the road descends westward into the valley of the Flint River.

Bainbridge—236 miles from Savannah. The Western terminus of the Atlantic and Gulf Railroad. Telegraph office, and the head of navigation on the Flint River, which is navigable all the year. Steamboats make semi-weekly trips to Columbus, Georgia, on the Chattahoochee and Apalachicola, Florida, on the Gulf of Mexico. The population of Bainbridge is 2000. It contains a cotton factory, two steam saw mills, and three

churches. Two newspapers, the *Southern Sun*, and the *Argus* are printed here. The neighboring lakes abound with fresh-water fish. The Sharon House, kept by John Sharon, is a first-class country house. Board $3.00 per day, $15.00 per week.

Bainbridge is the county seat of Decatur County. The local shipments of cotton are 11,000 bales. The steamers landing here bring about 16,000 bales per annum for shipment by rail to Savannah. The town is rapidly improving. It is also the terminus of the Bainbridge, Cuthbert and Columbus Railroad, (narrow gauge) now under construction.

FLORIDA BRANCH OF THE ATLANTIC AND GULF RAILROAD.

FROM LAWTON, GEORGIA, TO LIVE OAK, FLORIDA.

Lawton—131 miles from Savannah, 132 miles from Jacksonville. The junction of the main trunk of the Atlantic and Gulf Railroad and the Florida Branch.

Forrest—143 miles from Savannah, 121 miles from Jacksonville. Wood station.

Statenville—151 miles from Savannah, 111 miles from Jacksonville. Population, about 50. The place contains Baptist and Methodist churches.

Jasper—163 miles from Savannah, 99 miles from Jacksonville, Population, 150. County seat of Jasper County. Invalids take conveyances here for the Upper White Sulphur Springs, 18 miles distant. The country hereabout is pleasant and healthy. Visitors to Jasper can be accommodated at the Stewart House, kept by Judge H. J. Stewart, and the Hately House, by Mrs. Z. Hately. Charges, $15.00 to $20 00 per month, $2.00 per day.

Suwanee—171 miles from Savannah, 90 miles from Jacksonville. Wood station. About one mile from his station is a most remarkable Sulphur spring, upon the rocky shore of the widely-sung "Suwanee Ribber," and embowered in the live-oak and magnolia trees which shade its placid surface. The spring is about fifteen feet deep and as many feet in diameter; its crystal-pure waters, as they pour into the river, are so clearly separate from the dark current flowing down from the Okafonokee Swamp, that the line of demarkation may be observed for some distance below the spring. This spring is well known for its efficiency in cases of rheumatism and dyspepsia, as is also the Upper White Sulphur, some miles farther up the river.

Live Oak—179 miles from Savannah, 83 miles from Jacksonville. Telegraph office. Junction with the Jacksonville, Pensacola and Mobile Railroad.

ALBANY BRANCH OF THE ATLANTIC AND GULF RAILROAD.

FROM THOMASVILLE TO ALBANY, GEORGIA.

Thomasville—200 miles from Savannah, 60 miles from Albany. Junction of the main trunk and the Albany Division of the Atlantic and Gulf Railroad.

Okloknee—211 miles from Savannah, 49 miles from Albany.

Pelham—224 miles from Savannah, 36 miles from Albany.

Camilla—232 miles from Savannah, 28 miles from Albany. Telegraph office. A new town, laid out in 1857, and growing rapidly. Population, 500. Ships 5000 bales

of cotton. It is situated in the midst of a flourishing cotton region. The town contains several steam saw mills, two corn mills, Methodist, Baptist and Presbyterian churches, two good hotels and a number of boarding houses. Prices at the former, per day $2.00 to $2.50; per week, $5.00 to $6.00. County seat of Mitchell County. From this station to Albany the road runs near the east bank of the Flint River, and through an almost continuous belt of extensive and fertile cotton plantations.

Baconton—242 miles from Savannah, 18 miles from Albany.

Hardaway—252 miles from Savannah, 8 miles from Albany.

Albany—Telegraph Office, 258 miles from Savannah and on the Flint River. The terminus of three railroads, the Albany Branch of the Atlantic and Gulf Railroad, the Brunswick and Albany Railroad to the Atlantic coast, and the South-western Railroad to Macon. Population, 3500. County seat of Dougherty County. This is also a new place and has risen to the dignity of an incorporated city. It contains a number of mills and foundries, seven churches, a newspaper, (the *News*) and two hotels; the Town House, kept by Collier & Co., and the Albany House by M. Burnes. Rates, $3.00 per day and $30.00 per month. Upland cotton is the staple product of the surrounding country. Blue Spring, three miles from Albany, is a bold stream, gushing from the earth, and abounding with fish. The many ponds in the county are supposed to have an underground connection with this spring.

NORTHERN FLORIDA.

FROM QUINCY, VIA LIVE OAK, TO JACKSONVILLE, BY THE JACKSONVILLE, PENSACOLA AND MOBILE RAILROAD.

The Jacksonville, Pensacola and Mobile Railroad connects the Apalachicola River in Western Florida with the Atlantic Ocean at Jacksonville, and therefore traverses the entire Northern section of the State, east of the Apalachicola. It also connects at Live Oak with the Atlantic and Gulf Railroad, and all stations in Georgia; at Tallahassee with St. Marks and the Gulf of Mexico, and at Baldwin with Fernandina in the North and Cedar Keys in the South. At present the road is in running condition from Quincy east to Jacksonville, a distance of 189 miles. The road will be completed this winter to Chattahoochee, and the work of making the connection with Pensacola and Mobile will be pushed forward rapidly.

The following are the stations on this road, going east:

Quincy—189 miles from Jacksonville. Telegraph office. Population, 800. County seat of Gadsden County. The Willard House, kept by Mrs. Willard, is recommended. Board, $3 00 per day. There is a boarding-house kept by Mrs. Innes. Quincy has three churches: Methodist, Episcopal and Presbyterian. A weekly newspaper, the *Quincy Journal*, is published here. The village is situated in Gadsden County, which before the war cultivated fine Cuba tobacco on a large and remunerative scale. The early vegetable business is flourishing. The neighborhood of Mount Pleasant, 12 miles from Quincy, is engaged in the cultivation of the Scuppernong grape, and produces a wine equal to the best of the Cali-

fornia and Ohio vintages. A number of Swedish immigrants have settled in Gadsden County, and have done so well that a large party has been induced to join them. Quincy is 22 miles from Bainbridge, Georgia, and with it has daily stage communication.

Midway—12 miles from Quincy. 177 miles from Jacksonville.

Tallahassee—24 miles from Quincy, 165 miles from Jacksonville. Telegraph office. The capital of the State of Florida, and county seat of Leon County. Population, 2500. There are two newspapers published in Tallahassee, the *Floridian*, conservative, and the *Sentinel*, republican. The principal hotel is the City Hotel, by Mrs. Mary Archer. It has accommodation for 150 guests. Board, $4.00 per day. There are no manufactories. Leon County, in which Tallahassee is situated, is wholly a farming county, and contains some of the best rolling lands in the State. About 12,000 bales of cotton are raised annually. The climate is delightful, the summer's heat being tempered by the Gulf breezes. In the neighborhood of the city are Lakes Bradford, Jackson and Lafayette. The name of the second was given by General McCall, who was on Jackson's staff. Lake Lafayette received its name from the grant of land made by Congress to the Marquis, within the area of which the lake is situated. Tallahassee is connected with St. Marks on the Gulf of Mexico, by a branch of the Jacksonville, Pensacola and Mobile Railroad. Trains run through in an hour and a half. (See notice of St. Marks, at the end of this article.) The society of this town is distinguished for its intelligence and refinement.

Chaires—35 miles from Quincy, 153 miles from Jacksonville.

Lloyds—42 miles from Quincy, 147 miles from Jacksonville. Population, 200. The village contains a Bap-

tist and two Methodist Churches. The railroad here runs through a flat, pine-wood country.

Monticello Junction—51 miles from Quincy, 138 miles from Jacksonville. Connection is had here with the town of Monticello, county seat of Jefferson County, which is the terminus of a branch road, four and a quarter miles distant. The population of Monticello is about 2000. Telegraph office. The Monticello *Advertiser* is published here, and there are Episcopalian, Methodist, Baptist and Presbyterian churches. The principal hotel is the Monticello, with good accommodations, and kept by Mrs. M. A. Madden. Board and lodging may be had for $25.00 per month. Lake Miccosukie is in this vicinity. Its banks are famous in the ancient history of Florida, as the camping ground of De Soto; and in modern history, as the field of a sanguinary battle between General Jackson and the Miccosukie tribe of Indians.

Monticello is twenty miles distant from Dixie, on the Atlantic and Gulf Railroad.

Aucilla—58 miles from Quincy and 131 miles from Jacksonville.

Goodman—65 miles from Quincy and 124 miles from Jacksonville. These two stations are shipping points for a fine planting country.

Madison—79 miles from Quincy and 110 miles from Jacksonville. Telegraph office. Population between 700 and 800. County seat of Madison County. The village contains Methodist, Baptist and Presbyterian churches. The lands hereabouts are good, and there is considerable early garden truck raised for the Northern markets. The Phœnix Mills in the village are of large capacity. Travelers can be accommodated at the house of Mr. W. E. Howells, at $2.50 per day. In the County of Madison the beautiful Lakes Rachel and Mary Frances, and Cherry Lake are situated. They abound with fish.

Ellaville—94 miles from Quincy and 95 miles from Jacksonville. An extensive lumbering place; situated on the Suwanee River, which empties into the Gulf of Mexico. Population, about 500. There are large saw mills at this place, whose cutting capacity is fifty thousand feet daily, also planing and grist mills. A boarding house in the village is kept by Mrs. Drew. The church is used by all denominations.

Live Oak—107 miles from Quincy and 82 miles from Jacksonville. The junction with the Atlantic and Gulf Railroad to Savannah, and all railroad points North. Telegraph office. County seat of Suwanee County. Population, 800. The village contains a saw mill, a planing mill, a manufactory and a church, which is used alternately by the Episcopalians, Baptists, Methodists and Presbyterians. The *Live Oak Herald* is published here. Conner's Hotel affords good accommodations. Fare, $3.00 per diem. There is a private boarding house kept by Mrs. McLarran. Near the village are many waterfalls, some of them very pretty. The site of Live Oak was once an Indian camping ground. The *Live Oak Times* is published here.

Wellborn—119 miles from Quincy and 71 miles from Jacksonville. Passengers going to White Sulphur Springs stop here. Population, 350. Wellborn is situated on the highest point above the level of the Gulf, on this railroad. It is in a healthy country and a resort for invalids. The celebrated White Sulphur Springs on the Suwanee River, are eight miles distant. They are much used by sufferers from dyspepsia and rheumatism. Lake Wellborn and several other inland sheets of water, are in this neighborhood, and are well stocked with fish. The village contains two churches, one used by the Baptists, and the other by the Methodists and Presbyterians. Travelers and invalids are accommodated at the houses of H.

D. Rigsbee, S. L. Williams and others. Rates, $1.50 daily, $7.00 to $8.00 weekly, $20.00 to $30.00 monthly.

Lake City—130 miles from Quincy and 59 miles from Jacksonville. Telegraph office. A city of 2000 inhabitants. An United States signal service station and the seat of justice of Columbia County. The place contains cotton, saw and grist mills; and seven churches belonging to the Roman Catholic, Presbyterian, Methodist, Episcopalian and Baptist denominations. The *Lake City Press*, edited by Captain E. W. Davis, is published here. Lakes Isabella, De Soto and Hamburg are within the city limits, and Indian Lake within a quarter of a mile. There is a chalybeate (iron, sulphur and magnesia) spring, about half a mile from the city, and one of the best sulphur springs in the South within 12 miles. The lakes and streams are stocked with trout, bream, perch, (mawmouth, speckled, sand and mud) gar and other varieties of fish; and the surrounding country with deer, bears, wild turkeys, partridges, snipe, (English and gray) and wild ducks. Every planter has from one to two dozen orange trees. The dim remains may be seen, about half a mile from Lake City, of trenches built by De Soto in his conflicts with the Indians over three hundred years ago. The city has three hotels, the Cathey House by J. W. Cathey, Hancock House by Mrs. Ashurst, and Thrasher House by T. B. Thrasher, each containing from 25 to 30 rooms.

Olustee—142 miles from Quincy and 47 miles from Jacksonville. Olustee is the site of the most important battle fought in Florida during the late civil war. Major General Trueman Seymour, with a large body of United States troops, in February, 1864, marched from Jacksonville, westward, and at this place encountered the Confederate army under Brigadier-General Joseph Finegan. A desperate battle ensued, which lasted all day, and was

characterized by great bravery on both sides. General Seymour was beaten, and retreated from the field, abandoning his dead and wounded to the enemy. His loss was 1200, including Colonel Fribley, of the negro troops, killed. Finegans's loss was 250. The Confederate cavalry pursued General Seymour as far as Baldwin, picking up many prisoners.

Sanderson—152 miles from Quincy and 37 miles from Jacksonville. Telegraph Office. County seat of Baker County.

Baldwin—170 miles from Quincy and 19 miles from Jacksonville. Telegraph Office. Junction with the Florida Railroad, connecting with Fernandina and the Atlantic Ocean on the north, and Cedar Keys and the Gulf of Mexico, on the south. (See article on the Florida Railroad.) The telegraph line to Cuba branches off at this station.

White House—178 miles from Quincy and 11 miles from Jacksonville.

Jacksonville—189 miles from Quincy. Terminus of the J. P. & M. Railroad. Telegraph Office. Boats for all points on the St. Johns River, and connecting with the St. Augustine Railroad at Tocoi, are taken here. (See article on the St. Johns River.)

From Tallahassee to St. Marks.

A branch railroad of 21 miles in length, connects Tallahassee with the port of St. Marks, on the Gulf of Mexico.

St. Marks—21 miles from Tallahassee. Telegraph Office. A small settlement. Connection is made here with steamers for New Orleans, Pensacola, Apalachicola, Cedar Keys, Key West and Havana.

MIDDLE FLORIDA.

FROM FERNANDINA, VIA BALDWIN, TO CEDAR KEYS, BY THE FLORIDA RAILROAD.

The Florida Railroad stretches across the State, from the city of Fernandina in the extreme north-east, to Cedar Keys on the Gulf of Mexico, 154 miles south-west; thus connecting the waters of the Gulf and the Atlantic with an iron link. The road is well built and comfortable, and passes through some of the most picturesque parts of Florida. Through trains leaving daily from either terminus make the passage in twelve hours.

The following are the stations on this route:

Fernandina — Telegraph Office. An old but thriving city; situated on the inner or western shore of Amelia Island, and at the mouth of the Amelia River, which divides it from the main land, and forms, with Cumberland Sound, one of the best and safest seaports on the Atlantic coast, south of the Virginia capes. The city was built by the Spaniards. For many years it languished, but the completion of the railroad connection with the Gulf of Mexico gave it a new start, and it is now one of the most promising cities in the South. The population is about 2500. The harbor of Fernandina is so capacious, that, during the war of 1812, when the town was Spanish and neutral, more than three hundred square-rigged vessels were congregated together in its waters at one time. The harbor is land-locked, aud indeed can hold immense fleets in safety from the raging gales of the Atlantic outside. Vessels drawing 19 or 20 feet can cross the bar at high tide, while vessels of the deepest draught can unload at the wharves.

The lumber interest in this city is very considerable and is increasing. There are four large saw mills in operation, and others are contemplated. English capital has lately started a large cotton-ginning establishment, and a cotton-seed oil manufactory. In the vicinity are numerous sugar, cotton and orange plantations, mostly of a moderate size. It is to the market gardener that the neighborhood of Fernandina offers the greatest inducements. Vegetables can be raised, particularly in the winter season, so much earlier than at the North, that they are a very profitable article of shipment to New York.

Fernandina has seven churches, one Episcopal, one Presbyterian, two Methodist, two Baptist and one Roman Catholic. It is the seat of the Episcopal Bishoprick of Florida. A large and flourishing academy for young ladies is under the charge of the Bishop. There are two newspapers published in the city, the *Island City* and the *Sunny South*. The hotels are the Norwood House, J. R. Pearson, proprietor; the Virginia House, J. M. Payne, proprietor; and the Florida House, Thomas Leddy, proprietor. The rates per day are from $2.00 to $3.50, but at these and numerous boarding houses, liberal terms can be made by the week or month. The healthfulness of Fernandina cannot be surpassed in the south. The cool sea breeze in summer makes it a delightful residence, while the general mildness of the climate in winter renders it equally attractive.

Direct communication is had with all the principal railroad points in Florida and seaports to the northward; and a new railroad is contemplated from Fernandina to Jacksonville, which will lessen the traveling distance between that place and Savannah. Besides its pleasant climate, Fernandina has, in its neighborhood, some places of historical interest and natural beauty, which make it

attractive to visitors. The magnificent sea beach affords at low water a drive of eighteen miles on a road as smooth and hard as the bed of a billiard table. An interesting excursion is to Dungeness, — miles distant; the seat of the illustrious General Nathaniel Greene of Revolutionary memory. The estate was presented to the General by the people of Georgia, in recognition of his services as commander of the Southern provincial army during the most critical period of the struggle. It consists of about 10,000 acres, and has been laid out with great taste and care. The gardens are superb. The visitor can see here how the olive flourishes in the South, making beautiful groves traversed by avenues; also avenues of live oaks, those giants of the forest, hanging with the sombre though graceful Spanish moss, which droops in long festoons from every limb. On the beach, about half a mile from the Dungeness mansion, may be seen the grave of General Henry Lee, of Virginia, the famous "Light Horse Harry" of the Revolution. He died at this place in March, 1818, aged 63 years. A headstone, erected by his son, General Robert E. Lee, the Commander-in-chief of the Confederate armies, marks the spot where the hero is buried.

Hart's Road—12 miles from Fernandina, 142 miles from Cedar Keys. Wood station.

Callahan—27 miles from Fernandina, 127 from Cedar Keys; small station; population, 20 to 25. There is a missionary Baptist church here, and another church (colored) being erected. The station is situated on an extensive marl bed, and is surrounded by a valuable forest of yellow pine, cypress, live oak, white oak, &c. Travelers who have a curiosity to see live rattlesnakes can gratify it in the woods hereabouts.

Baldwin—Telegraph Office. 47 miles from Fernandina, 107 miles from Cedar Keys. The junction with

the Jacksonville, Pensacola and Florida Railroad. The City of Jacksonville is only 20 miles distant. Population of this settlement, about 150. It contains two hotels, the Baldwin House and the Florida House, which have accommodations for 100 guests. Charges, $4.00 per diem.

Trail Ridge—62 miles from Fernandina, 92 miles from Cedar Keys.

Starke—73 miles from Fernandina, 81 miles from Cedar Keys. Population, 250. There is a church in the village, and three within the distance of a mile, all Methodist. No hotel, but a good boarding house, kept by Mrs. T. B. Hoyt, who charges $1.50 per day or $25 per month. There are a number of lakes from two and a-half to ten miles distant, some of them large with very clear water. Game is scarce, but fresh water fish abound in the lakes. This part of Florida is principally inhabited by small farmers, who cultivate the sea island cotton, corn, sugar cane, sweet oranges, peaches and a variety of garden productions.

Waldo—84 miles from Fernandina, and 70 miles from Cedar Keys. Junction of the railroad now being constructed to Tampa Bay. Population, about 125. Has two Baptist and one Methodist churches. No hotel, but board can be obtained in private families, at from $15.00 to $20.00 per month. The village has two mills for ginning cotton. Santa Fe Lake is about two miles distant. It is about nine miles long and four wide, and affords excellent facilities for boating and fishing. About six miles from Waldo there is a natnral sink in the land covering about two acres. A stream runs into it continually, and yet there is no visible outlet. The Santa Fe River disappears several miles from the village, and flows under ground, thus forming a natural bridge. The lakes and

creeks here about are filled with trout and perch, and the woods with deer, ducks, quails, etc. This neighborhood is remarkable for its healthfulness. The only local disease is the malarial fever, which prevails during the later months of summer, but which is in a mild form and easily controlled by remedies. The climate is peculiarly adapted to sufferers from diseases of the lungs, the air being dry and pleasant.

Gainesville—96 miles from Fernandina, 55 miles from Cedar Keys. Telegraph Office. The largest and most important station on the Florida Railroad, and a favorite resort for invalids. County seat of Alachua County. Population, 1500. The town contains Presbyterian, Baptist, Methodist and Episcopalian churches, three flourishing academies, two newspapers, the *Independent*, republican, and the *New Era*, conservative, and three hotels with good accommodations. The latter are: Oak Hall, Colonel Lemuel Wilson, proprietor; Exchange Hotel, P. Shemwell, proprietor; Beville House, Mrs. S. P. Beville; board, $2.00 to $3.00 per day, or $25.00 to $30.00 per month. There are two livery stables, affording ample means for conveyance into the interior and to the natural curiosities with which the vicinity abounds. The Alachua, a body of water, termed in Florida, a "sink," is the recipient of several streams, with a subterranean passage to the ocean. It is filled with alligators and all kinds of fish, and the surrounding scenery is very charming and romantic. In Alachua County there is a large and beautiful prairie, twenty miles long and five miles wide. The county is the largest in the State, with a population of 20,000. There are twenty-eight public schools. A tri-weekly mail line starts from Gainesville for Tampa on the Gulf. Passengers are taken. There is plenty of game in the woods. Oranges, lemons, limes, grapes,

bananas and peaches thrive here. Peach trees sometimes bear at the age of fifteen months, a thing unknown in any other section of the Union. Garden truck is raised in abundance for the Northern markets. Immigrants are welcomed. Land from 75 cents to $50.00 per acre. Newmansville and Mitanopy are important towns in the county, which have stage connections with Gainesville.

Archer—113 miles from Fernandina, and 41 miles from Cedar Keys. The Suwanee River is distant about 25 miles. Population, 200. No hotels, but travelers are accommodated at the houses of Joseph S. McDonell and Mrs. Young. There are three Methodist and one Baptist churches. Hereabouts are magnificent pine forests and beautiful prairie views.

Bronson—122 miles from Fernandina, and 32 miles from Cedar Keys. A new place, settled mostly since the war. Population about 100. It is the county seat of Levy County. There is one church (Methodist), and a hotel of limited capacity, the Jackson House, but the fare is excellent. Board can be obtained in private families at about $1.00 per day. Twelve miles from the village is an inexhaustible bed of iron ore, which has not yet been worked. The railroad here passes through some of the finest land in the State, the Gulf hummock, adapted for the culture of sugar cane, cotton, corn, &c. In the neighboring creeks, besides many varieties of fish, there are an abundance of soft-shell turtles, which, when properly prepared, make a very savory and delicious dish.

Otter Creek—135 miles from Fernandina, 19 miles from Cedar Keys.

Palmetto—144 miles from Fernandina, 10 miles from Cedar Keys.

Cedar Keys—154 miles from Fernandina, 126 miles from Jacksonville. The Gulf of Mexico terminus of the

Florida Railroad. Regular packet steamers connect here with New Orleans, Mobile, Pensacola, Key West and Havana. Population, 400. There is a hotel, with fair accommodation, the Exchange, kept by Joseph Maxwell; fare, $3.00 per day. The Suwanee River enters the Gulf eighteen miles west of Cedar Keys, and the Withlacooche, eighteen miles south. The former is navigable to Ellaville. Cedar Keys is situated on a fine, large bay, which affords excellent facilities for bathing, boating and fishing.

The New Orleans, Florida and Havana Steamship Company dispatch one of the steamers, Havana, Margaret and Florida, every Saturday morning for Havana, New Orleans and Key West. Passengers desiring to go by these steamers should be in Cedar Keys on Friday night.

The St. Johns River.

This grand water-course of Eastern Florida, has its source in the springs and swamps of the southern extremity of the peninsula, and flowing northward, for a distance of four hundred miles, turns abruptly eastward in the neighborhood of Jacksonville, and empties into the Atlantic Ocean. Its whole course lies through an extremely level region. For one hundred and fifty miles it has an average width of more than one and a-half miles, and is said to carry a volume of water much larger than does the Rio Grande, which is one thousand miles long. In some places it expands to a width of six miles, nor does it contract at any point to less than a mile, below Lake George.

Many of the tributaries of the St. Johns are navigable to quite a distance by steamboats, and it is believed that

this river and its navigable branches give one thousand miles of water transportation. The river scenery is not only beautiful, but to the stranger's eye, has the additional charm of novelty. The luxuriance of the tropical vegetation, the pretty villages nestling amid magnificent shade trees or orange groves along the banks, and the broad, placid waters through which the steamer ploughs its way, combine to make a picture of surpassing loveliness.

The banks of the St. Johns are the principal attraction to the invalids coming to Florida in search of a balmy climate, change of scene and pleasant surroundings. Thousands of visitors from the North are scattered among its towns and villages every winter. The means of access are easy and comfortable. Large steamers ascend as far as Palatka, from which smaller steamers continue the tourist's journey on the St. Johns to Lake Monroe, and on the Oclawaha River to Silver Springs, and the interior lake country. The regular packets from Jacksonville are the Florence, which runs to Palatka, 75 miles and back, every day; and the steamers Darlington and Hattie, a semi-weekly line to Enterprise, a distance of 205 miles. Mr. John Clark, on Clark's wharf, Jacksonville, is the courteous and enterprising agent. The local fares on Brock's line of steamboats, from Jacksonville to Green Cove Springs and intermediate landings, are $1.00; from Jacksonville to landings between Green Cove Springs and Palatka, $2.00. Meals, $1.00 each extra. From Jacksonville to Mellonville and Enterprise, including meals and staterooms, $9.00; and from Palatka to Mellonville and Enterprise, including meals and staterooms, $6.00. The through trip from Jacksonville to Enterprise, including time of stoppages, consumes 36 hours.

The following are brief notices of the principal points on the river:

Jacksonville—County seat of Duval County. Telegraph Office. The commercial emporium of East Florida, and the largest city on the Atlantic coast of the United States south of Savannah; is a place of about 13,000 inhabitants. It is situated on the western bank of the St. Johns river, 25 miles from its mouth. The city is regularly incorporated, having a Mayor and Board of Aldermen, and is the seat of the United States District Court, and of the Federal Customs and Internal Revenue Offices. There are twelve churches within its limits: Three being Baptist, three Methodist, two Episcopalian, two Presbyterian, one Roman Catholic and one Second Adventist. Banking facilities are offered at the Banking Houses of D. G. Ambler and Denny & Brown, both on Bay street. There is a Freedman's Saving Bank situated on the corner of Ocean and Bay streets. The leading hotels are the St. James, a large and commodious house, kept by Wilder & Co.; the Metropolitan, by Bettelini & Togni; the Price House, by A. P. Holbrook; the St. Johns, by Mrs. Hudnall; the Rochester, by J. B. Jamison; the Magnolia, the Ocean, the Stickney and the New England. There are besides nearly one hundred boarding houses, many of them first-class and equal to the best hotels for comfort and desirableness of location. Price of board ranges from $10.00 to $25.00 per week at the hotels. Pleasant furnished rooms in private houses can be had for from $4.00 to $6.00 per week, which includes lights, fuel and attendance; and board, without rooms, at the hotels, is $11.00 per week. It can be obtained for less at the boarding houses. Unfurnished cottages can be had from $20.00 to $30.00 per month; washing is extra, and costs about $1.00 per dozen.

Jacksonville takes its name from General Andrew Jackson. It is regularly laid out, the streets crossing each

other at right angles and being adorned with handsome shade trees. Bay street is the principal business thoroughfare. On the northwestern side of the city is a picturesque bluff, covered with fine residences, called "La Villa." A charming view up the river can be obtained here. The suburban villages of Riverside, Reed's Landing, South Shore and Alexandria are connected with the city by the ferryboat Fanny Fern, which makes several trips daily. The commerce of Jacksonville is large, the wharves being well crowded with shipping, and arrivals and departures for all parts of the world being constant. The largest business interest is the cutting and shipping of lumber. There are a number of large saw mills in the city, and the shipments last year aggregated as much as 50,000,000 feet. The cotton, sugar, fruit, fish and early vegetable crops of Florida also pass through Jacksonville for distribution at the North and at foreign ports. By the Jacksonville, Pensacola and Mobile Railroad, rapid communication by land is had with Savannah and Fernandina in the North, Tallahassee and St. Marks in the West, and Cedar Keys on the Gulf of Mexico in the South. There is telegraphic communication with all parts of the United States. Two newspapers are printed in Jacksonville, the *Courier*, conservative, and the *Union*, republican, both tri-weeklies.

Mulberry Grove—The first landing-place after leaving Jacksonville, 12 miles distant, on the west bank. A beautiful grove.

Mandarin—15 miles from Jacksonville, on the east bank, a village of 200 inhabitants, one of the oldest settlements on the river; has several stores and two or three fine orange groves. This place is of interest to Northern visitors as being the winter residence of Mrs. Harriet Beecher Stowe. Her house is near the bank, a few rods to the left of the shore end of the pier. It is a

moderate-sized cottage of dark brown color. The most conspicuous feature of her place are some towering water-oaks. She owns about 40 acres of land, three or four of which are planted with orange trees.

Hibernia—23 miles from Jacksonville, on the west bank. This is quite a resort for invalids. Mrs. Fleming has a large, commodious house, which will accommodate about forty boarders and is one of the first to fill up.

Magnolia—27 miles from Jacksonville, on the west bank; a beautiful place, with a fine hotel kept by Messrs. Rogers and Adams. With the contiguous cottages about 80 guests can be accommodated. Near by is Magnolia Point, one of the highest points of land extending into the river between Jacksonville and Palatka. A short distance north of Magnolia Point a navigable stream, called Black Creek, empties into the St. Johns. Small steamers from Jacksonville make weekly trips up Black Creek as far as Middleburg. Large quantities of lumber are floated down this stream to a market. The banks abound with alligators.

Green Cove Springs—30 miles from Jacksonville, on the west bank; one of the most popular resorts on the river. The Union House, kept by Remington and Reed, will accommodate comfortably about fifty guests. There are other hotels and several good boarding houses. Rates at the hotels, $3.00 per day; at the boarding houses, per week, $10 to $15. One of the attractions at this place is the Spring, which is held in high esteem for its health-giving qualities. The water has a temperature of about 75 degrees; is as clear as crystal and has a slight sulphurous taste, not unpleasant. Facilities are afforded to both sexes for bathing at the Spring. Green Cove promises to become in time a flourishing and populous village.

Hogarth's Wharf—35 miles from Jacksonville, on the east bank; a post-office and wood landing.

Picolata—45 miles from Jacksonville, on the east bank. This small settlement is the site of an ancient Spanish city, of which scarce one vestige remains. Two centuries ago, it was the main depot of supply for the Spanish plantations of the up country, and through it, was shipped to St. Augustine and abroad, such products as the settlers raised. The Franciscan monks erected a splendid church here and some religious houses for their order. Opposite Picolata, on the western bank, are the remains of a great earthwork fort belonging to the Spanish era.

Tocoi—57 miles from Jacksonville, on the east bank. The depot of the St. Augustine Railroad. The distance to St. Augustine is 15 miles, and trains connecting with the river boats run through in 4 hours.

Federal Point—63 miles from Jacksonville, on the east bank. Wood station.

Orange Mills—66 miles from Jacksonville, on the east bank. There are several fine orange groves at this landing.

Dancey's Place—67 miles from Jacksonville. A post-office and orange grove. The plantation of Colonel Dancey is here.

Palatka—75 miles from Jacksonville, on the west bank. The largest town on the St. Johns River after leaving Jacksonville. Population, about 1000. It occupies an elevated site above the river, and extends about half a mile along the banks. As Palatka has a thriving back country to support it, there are many stores and a flourishing business doing. A telegraph line will be in operation about the first of December, connecting this thriving town with all points of the United States. A newspaper is published here. There are two good hotels, the Putnam House, kept by Geo. McGinley, formerly of Scriven House, Savannah; and the St. Johns, by P. & H. Peter-

man. This place is steamboat headquarters for the Upper St. Johns and its tributaries. The steamers Florence, Darlington and Hattie, en route to Enterprise, lie over one night at Palatka, to discharge and receive freight; giving passengers an opportunity to spend a few hours on shore if they desire. Steamers run from Palatka to Dunn's Lake, and also up the Ocklawaha River to Silver Spring, Ocala, and the head of navigation, a distance of 180 miles. Opposite to Palatka, on the eastern bank, is a handsome orange grove of 500 trees. It is kept in excellent order and is worth visiting. The St. Johns becomes narrower at this point.

Welaka—95 miles from Jacksonville and 20 miles from Palatka, on the east bank, is the site first, of an old Indian village, and afterwards, of a flourishing Spanish settlement. It is near the entrance to Dunn's Lake, and also to the Ocklawaha River. The scenery along the Ocklawaha is very wild and picturesque, and is much admired by tourists. There are some magnificent plantations on the banks, and large quantities of cotton and sugar are raised. Silver Spring is a basin of beautiful, clear and deep water. This the site of a Seminole village of 600 inhabitants.

Lake George—After leaving Welaka, the river widens into Little Lake George, four miles wide and seven miles long, and then into Big Lake George, one of the loveliest sheets of water in the world; twelve miles wide and eighteen miles long. It is dotted with pretty islands, one of them called Rembrandt, being seventeen hundred acres in extent, and having one of the largest orange groves on the river. The banks of Lake George are musical with the song and brilliant with the plumage of the Southern birds. Flocks of herons, the white curlew, the crane, the pelican, the loon and the paroquet may be seen. The latter can be bought of the negroes.

Volusia—5 miles from Lake George, and 65 miles from Palatka, on the east bank; a wood station, with a considerable settlement back from the river. This is the site of another ancient Spanish city, wiped out by the wars of the past, so that not a trace remains. It was the principal point on the line of travel between St. Augustine and the Musquito Inlet country. The modern village was settled in 1818. During the Seminole war a fort was built here, and from this post General Eustis, in command of the left wing of the army, composed mostly of regulars and drafted three months' men from South Carolina and Georgia, set out to cross the country to the Withlacoochee, to join General Scott. After a brief and fruitless campaign of three months, General Scott and his army recrossed the river at Volusia on their way to St. Augustine.

Means can be had at Volusia to get to New Smyrna and Indian River on the coast; a famous country for the hunter. New Smyrna is celebrated as the spot settled by Dr. Turnbull and his colony of 1500 Minorcans, in the year 1767. Turnbull's wife being a native of Smyrna, in Greece, the settlement was named New Smyrna. The crop cultivated by Turnbull was indigo, of which he raised thousands of dollars' worth annually. These colonists not being dealt with according to contract, all abandoned the settlement and located in and near St. Augustine, where their descendants now reside. The only permanent monument left by Turnbull is a large canal, draining the swamp that bears his name into the Hillsboro' River at New Smyrna.

Orange Grove—3 miles from Lake George. Wood landing.

Hawkinsville—5 miles from Lake George. Wood landing.

Blue Spring—15 miles from Lake George: Wood landing. Near here is one of the largest springs in the State. The water boils up from a bottom eighty feet wide, and forms a considerable river. The spring is several hundred yards from the St. Johns, but the stream flowing from the spring is large enough, at its confluence at the river, for the steamers to float in it. It is a most interesting sight to look over the side of the steamer, into the crystal-clear water, and observe the every-day life of the shoals of fish below, as they flit here and there, seeking a living, making love to and war on each other, quite unconscious of the lookers-on in the element over their heads. It is a capital place for a naturalist to observe the ordinary habits of aquatic animals.

Mellonville—125 miles from Palatka, and 200 miles from Jacksonville; on the west bank of Lake Monroe. One of the most important landings on the Upper St. Johns. It was formerly the site of Fort Mellon, built during the Indian War. There are two hotels here: One kept by Evans & Martin, and the other, the Orange House, by J. N. Whitner. There is a flourishing back country, and several stores do a good business. The orange groves in the neighborhood are handsome and productive. Lake Monroe, upon which Mellonville is situated, is twelve miles long and five miles wide. It is crowded with fish of many varieties, and the opportunities for rare sport to the angler, are unsurpassed. Wild fowls are likewise abundant.

Enterprise—Almost directly opposite Mellonville, on the east bank of Lake Monroe; is 130 miles from Palatka and 205 miles from Jacksonville, and the head of regular steamboat navigation. Here is one of the best and most popular hotels on the river, the Brock House, a large comfortable building, capable of entertaining one

hundred guests. It is usually crowded during the winter. Attached to it are a billiard saloon and a ten-pin alley. The rates for board rank from $12.00 to $20.00 per week. according to rooms. The Green Spring, at Old Enterprise, about a mile from the Brock House, is worth a visit, as well as the orange groves in the vicinity. The Spring is of a delicate green color and quite transparent. It is nearly eighty feet in diameter, and fully one hundred feet deep. The waters are sulphurous, and no fish live in them. Enterprise is the great headquarters for the sportsman. Fishing and hunting expeditions are fitted out here for the upper lakes and the Indian River country. Horses and boats are kept on hire, and during the winter a small steamboat makes frequent excursions to Lakes Jessup and Harney, taking parties who wish to enjoy the ravishing scenery and indulge in that novel and exciting sport, alligator shooting. The run up to Lake Harney and back, can be made in a day. Lake Jessup, which is in the neighborhood of Lake Harney, is seventeen miles long by five miles wide, and is so shallow, that it cannot be entered by a boat drawing over three feet of water. The St. John's River has its rise in the Everglades, fully 120 miles further south than Enterprise, but tourists do not usually ascend beyond Lake Harney, twelve miles from Enterprise. The climate in this locality is perceptibly milder than below. The winter resembles very much the months of May and June at the North, though without their occasional scorching heat.

The Southern Inland Navigation and Improvement Company have contracted to deepen the waters of the St. Johns, from Enterprise, as far as Lake Washington. This much-needed improvement will give inland communication with Indian River, Sand Point, Mosquito Inlet, Indian River Inlet, Susannah, Jupiter Inlet, and the capes,

and opens up the entire south-east coast of Florida to the extremity of the Peninsula. To the tourist in search of adventure, this section of the State presents a magnificent field. The Indian River is perfectly alive with every variety of fish that inhabit the Southern waters, and the woods abound in game of every description.

ST. AUGUSTINE.

Since the completion of the railroad from St. Augustine to Tocoi, on the St. Johns River, access to this picturesque and beautiful old Spanish town has been easy, pleasant and rapid. The regular packet steamers up the St. Johns River leave Jacksonville at eight and nine o'clock A. M., daily, Sundays excepted; and connect at Tocoi (57 miles from Jacksonville) with the St. Augustine Railroad. The train leaves Tocoi at two o'clock P. M., and is due at St. Augustine at ——. The distance between Tocoi and St. Augustine is fifteen miles. Through fare from Jacksonville, by the steamers Florence, Darlington and Hattie, $3.00. Meals and staterooms, $1.00 extra.

St. Augustine, the most ancient town in North America, is situated on a peninsula nearly surrounded by the St. Sebastian River and St. Augustine Bay. The population is 3500 souls, mostly of Spanish and Minorcan descent. Across the Bay is Anastasia Island. The town was founded by Menendez, the Spanish Governor of Florida, in 1565, which was forty-three years before the settlement of Jamestown, in Virginia, and fifty-five years before the landing of the Pilgrims on Plymouth Rock. St. Augustine has had an eventful history. First, it was laid waste by the French, under De Gourgues; in 1580, it was attacked and plundered by the English, under Sir Francis

Drake. In 1611, it was pillaged by the Indians. In 1665, the English buccaneer, Davis, sacked it, after the inhabitants had taken refuge in the fort. In 1702, Governor Moore, of the English Colony of South Carolina, invaded Florida, and attacked the city, but was baffled by the fort. In 1712, the inhabitants suffered from a famine in consequence of the non-arrival of supply ships from Spain. In 1725, the Georgians, under Colonel Palmer, were beaten off. In 1740, General Oglethorpe, the Governor of Georgia, laid regular siege to the place, planting his batteries on Anastasia Island and bombarding the fort for thirty-eight days. He failed to force the Spaniards to surrender, and retired. The city passed into British possession, by treaty, in 1763, and held a British garrison during our Revolutionary war. In 1784, it was re-ceded to Spain, and in 1819 transferred to the United States. During the late war between the States, it changed masters three times.

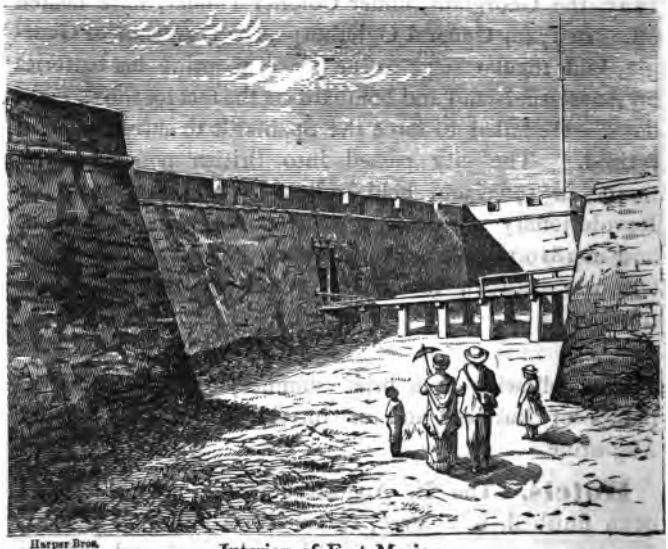
The following is a brief summary of the principal places of business and of interest to visitors in St. Augustine.

Hotels.—The St. Augustine Hotel, which has just been finished, is a large, commodious building, and has first-rate accommodations. Price of board and lodging per day, $3.50. Per month, at lower rates. Florida House. Magnolia House, kept by Mrs. Buffington, and a number of good boarding houses. St. Augustine has telegraphic communication with Jacksonville.

Old Town Wall—Built by the Spaniards two centuries ago. It protected the town on its northern side, and extended across the peninsula from shore to shore. The gateway of the old wall still stands, and is a pictur-

esque and imposing ruin, with ornamented lofty towers and loop-holed sentry-boxes. The ditch is clearly marked.

Fort Marion—The old Spanish fort once called San Juan. It was begun in 1620, and built principally by the forced labor of Indian slaves who toiled on it for one hundred years. It stands on the sea front, at the upper



Harper Bros. Interior of Fort Marion.

end of the town, and its material is almost wholly the Coquina rock, quarried on Anastasia Island. "Its castellated battlements," says Rev. Mr. Trumbull, "its formidable bastions with their frowning guns, its lofty and imposing sally-port surrounded by the Spanish arms, its portcullis, moat, drawbridge, its circular and ornate sentry-boxes, its commanding outlook tower, and its stained and moss-grown massive walls—impress the external observer

as a relic of the distant past; while a ramble through its heavy casemates, its crumbling Roman chapel, with elaborate portico and inner altar and holy-water niches, its dark passages, gloomy vaults, and more recently discovered dungeons, bring you ready credence of its many traditions of inquisitorial tortures." A visit to the fort by moonlight also is recommended.

Cathedral.—The old Catholic cathedral, with its quaint Moorish belfry, its chime of four bells in separate niches, and its clock, together forming a cross, and its antique interior, is one of the most interesting objects in St. Augustine. The oldest of the bells is marked 1682. The bells, instead of being rung, are beaten with sticks, after the Spanish-American fashion.

Other Churches.—The Episcopalians have a neat chapel on the Plaza. There are also Methodist, Baptist and Presbyterian churches in the city. A fine public square in the centre of the city is called the "Plaza de la Constitution." On it stands the ancient markets, and it is faced by the cathedral, the old palace, the convent, and the Episcopal church. In the middle is a monument erected in honor of the Spanish Liberal Constitution. Effigies of John Hancock and Samuel Adams were burned on this spot by the British troops early in the Revolution. The Plaza is a very pleasant resort for idlers, who will find a firm, green turf for lounging, benches and shade trees. The visit by moonlight is enchanting.

The Palace, or old Government house of the Spanish era, on the Plaza, is now used as the post-office and United States Court Rooms.

Barracks—occupied by United States troops, said to have once been a monastery or convent.

Convents.—There are two, the old Spanish convent of St. Mary's, an interesting building, and the new convent, a tasteful edifice built of Coquina.

Cemeteries.—The old Huguenot burying-ground is a place of much interest. In the military burying-ground, under three pyramids of Coquina, stuccoed and whitened, are the ashes of Major Dade and 107 men of his command, who were massacred by Osceola and his band.

Sea-Wall.—A fine sea-wall of nearly a mile in length, built of Coquina, with a coping of granite, protects the entire ocean front of the city, and affords a delightful promenade on a moonlight evening. In full view of this is the old light-house on Anastasia Island, built more than a century ago, and now surmounted by a fine revolving lantern.

The Bay and Anastasia Island.—Boating on the bay is a favorite amusement on moonlight nights. The sail by day across the bay to Anastasia Island is charming. Beautiful shells of all descriptions may be gathered on the beach, and sea-mosses and lichens may be collected for albums.

Streets.—They are nearly all quite narrow; one, which is nearly a mile long, being but fifteen feet wide. Many of the houses, with high roof and dormer windows, have hanging balconies along their second stories, which seem almost to touch each other across the narrow street. There are a number of fine modern residences in the city, and the gardens and orange trees are worth seeing.

St. Augustine by Moonlight.—The Hon. Mrs. Yelverton writes: "Moonlight nights are the glory of St. Augustine. So bright and cool, and soft and balmy, few can resist the enjoyableness of a stroll, or the dreamy bliss of sitting out on the veranda listening to the

echoes of the band, or the tinkling of some distant guitar, dreaming over all the happiness we know; past, present or to come."

WESTERN FLORIDA.

The country west of the Apalachicola River has not yet been brought into railroad communication with the other parts of the State. Its comparative isolation was the cause of the recent movement in favor of annexing it to Alabama. The extension of lines of the Jacksonville, Pensacola and the Mobile Railroads, will soon remove any feeling of discontent which may exist in Western Florida. The following are the principal cities and towns in this section of the State.

Apalachicola.—This city was formerly the seat of a very considerable trade. It was the shipping port for that rich cotton-growing region lying on the Chattahoochie and Flint Rivers, which empty into the Apalachicola River, and thus into Apalachicola Bay. The Chattahoochee is navigable as far up as Columbus, Georgia; a distance of 367 miles. The building of numerous railroads in lower Georgia and Alabama, which tapped the river line, diverted trade from this old city to Mobile and Savannah. The population has decreased, but it still can boast about 1000 inhabitants. Owing to its fine site there is no reason why, with capital and energy, its former prosperity should not be revived.

Marianna.—County seat of Jackson County. This town is situated on the Chipola River, an affluent of the Apalachicola, and navigable at certain seasons by small craft to Marianna. The business of this town is ordinarily done through Bellevue and Neal's Landing, about 18 miles distant, on the Chattahoochee.

The extension of the Jacksonville, Pensacola and Mobile Railroad will pass through Marianna, and must very much increase its prosperity, already ensured by the fertility of the adjacent country.

Pensacola—The principal city of Western Florida. Population, 2,000. It is situated on Pensacola Bay, and is enjoying a lucrative and growing trade. At the entrance of the bay lies Santa Rosa Island, upon which is built Fort Pickens, the scene of one of the most famous sieges of the earlier years of the late war between the States. The city was laid out by the English in 1763. Pensacola may be reached from Jacksonville and Eastern Florida by means of the railroad to St. Marks on the Gulf, and regular packet steamer from St. Marks to Pensacola Bay. The Pensacola and Louisville Railroad connects at Pollard with the Mobile and Montgomery Railroad.

The following observations upon the future of Pensacola are taken from a pamphlet issued by the "New City Company:"

"The City of Pensacola has natural advantages which destine it to become, by rapid strides, the *Chicago of the South.* It is situated on the north coast of the Gulf of Mexico, in latitude 30 deg. 28 m. north, and longitude 87 deg. 22 m. west of Greenwich, only ten miles from the open sea. Its thoroughly land-locked harbor covers an area of over two hundred square miles, being about thirty miles long, and from five to eight miles in width, having unsurpassed anchorage, and a depth of from thirty to thirty-five feet. The entrance to the harbor is about half a mile wide, with an average depth on the bar of *twenty-four feet.* The same depth is readily secured at the wharfage line of the city. A laden ship of largest tonnage can approach the city at any time in the year, or leaving its wharves can be in the open sea in an hour-and-a-half.

"The rapid development of the iron mines of Alabama, whose natural outlet to the markets of the world is the port of Pensacola, will not only contribute a considerable quota to the commerce of this port, but will, in connection with the Florida forests, furnish superior material for ship-building, which, at no distant day, must rival in extent the similar industry of northern ports; the proximity and cheapness of all material required giving builders in this locality peculiar advantages."

SOUTHERN FLORIDA.

Southern or Tropical Florida is, properly speaking, that part of the State lying south of latitude 28 deg. north. It comprises an area of 20,000 square miles, and has a population of about 9,000 inhabitants. About half of this population reside on the Island of Key West and the neighboring Keys and islands extending into the Gulf of Mexico, and are engaged in the business of wrecking and fishing. The raising of cattle upon the main-land is the all-absorbing business of the inhabitants, who reside from 30 to 40 miles apart, and allow the cattle to graze on the public domain. The herds are immense; in Manatee County alone, there are 100,000 head of cattle.

The main-land is level and divided into hummocks, pine openings and prairies. The hummocks are very rich, and are covered over with a dense growth of timber; consisting of live oak, water oaks, magnolia, bay, etc. The soil is sandy. The pine openings are covered with scattering pines and a grass which affords fine pasturage. The prairie lands occupy the interior portion of the State, bordering upon the Kissimee River, the head waters of the St. Johns, and the upper Caloosahatchee. They are dotted over with

small clumps of hummocks, containing from one to five acres each, which give beauty and variety to the scenery, and afford shelter during the heat of the day to innumerable herds of deer and cattle. There are also numerous small lakes of pure water, filled with fish, some of which are only a few rods in extent, while others are from two to ten miles in length. These prairies are the paradise of the herdsmen and the hunters.

This section of Florida is capable of producing all the different products of the West Indies. There is a constant sea-breeze off the Gulf Stream, commencing about eight o'clock, A. M., and lasting until nearly sundown. The climate is very exhilarating. The thermometer averages, the year round, 73 deg. and the extremes are 57 deg. and 92 deg.

A railroad is projected from Jacksonville, along the St. John's River into Southern Florida. At present, the means of getting to the harbors, on the extreme southern coast, are by sailing vessels from Jacksonville, Key West and New Orleans, or overland, by the mail carrier's conveyances from Gainesville on the Florida Railroad, and Enterprise on the Upper St. John's River.

The following are some of the most notable places in Southern Florida:—

Tampa Bay—On the western coast, is a noble harbor for the largest vessels, and is about 40 miles long. Towards the interior it divides into two branches, called Little Tampa and Hillsborough Bay. It is dotted with small islands, the pleasantest of which is Egmont. In the waters of Tampa Bay enormous quantities of fish and turtles may be found. In shoal places the fish are so numerous that they impede the passage of boats. Sea fowl are exceedingly numerous; the beautiful flamingoes, in particular, appear in long files drawn up on the beach, like

bands of soldiers in red uniforms. The village of Tampa has regular mail communication with Gainesville, and passengers avail themselves of the mail wagon for transit. A railroad is projected to Waldo, on the Cedar Keys and Fernandina Railroad; when it is completed, Tampa will become one of the most important ports on the Gulf.

Charlotte Harbor, or Boca Grande, on the western coast, south of Tampa Bay. It is about 25 miles long, and eight to ten miles wide, and is sheltered from the sea by several islands. The entrance between Boca Grande Key and Gasperillo is six fathoms deep and three-quarters of a mile wide.

The fisheries in and around Charlotte Harbor are very valuable, and may be made more so. Probably a thousand persons could find profitable employment. The fish are caught with seines. The finest oysters on the coast are gathered here.

Alpativkee Swamp, upon the head waters of the St. Lucie River, is the only swamp of any magnitude in Tropical Florida.

Indian River is a vast lagoon along the Atlantic coast of Florida, extending a distance of nearly 100 miles. In some places it is four miles wide, and in others, not more than fifty yards wide. The Indian River country is filled with game, and is a celebrated resort of the sportsman.

Lake Okee-cho-bee—A large, wild, solitary lake, near the everglades. Its length is twenty miles.

The Everglades—Situated almost in the southern extremity of the peninsula, is a vast shallow lake, overgrown with grass, pond lilies and other aquatic plants, interspersed with innumerable small islands, of from one to one hundred acres each. These islands are principally hummock lands, covered over with a growth of live and water-oaks and cooa plums, with an undergrowth of

morning-glories, grapes and other vines, and are extremely fertile. The water is from four inches to four feet deep, and is very clear and pure. In many places are channels and sinks where the water is from ten to fifty feet deep; these holes are well supplied with fish, of which the trout is the most desirable. Alligators and turtle are abundant, and panthers, wild-cats, and bears are quite numerous.

Flowers of the sweetest fragance, and of every hue and color, greet the eye. The border and outer margin of the Everglades is prairie, of from one-fourth to one mile in breadth, and comprises some of the finest and richest land in America, having once been a portion of the Everglades, and formed by the receding of the waters. During the Indian war the Everglades were the last retreat of the Seminoles, and it was with the utmost difficulty that the government dislodged them, so well adapted were the almost hidden islands for defence and concealment.

Biscayne Bay—At the end of the peninsula, and emptying into Barnes' Sound and Florida Bay, is an excellent harbor for all vessels drawing less than ten feet of water. It can be entered at all times. Great quantities of turtle and sponges of the finest variety are secured here. The sponges and turtle taken from these waters are valued at $100,000 per annum. Lieutenant Governor Gleason says of the Biscayne Bay country: "The pure water, the chalybeate and other mineral springs, the magnificent beauty of its scenery, the salubrity and equability of its climate, must make Biscayne Bay, at no distant day, the resort of the invalid, the tourist, and the lover of adventure."

The Keys.—These are a series of islands, extending along the south coast, from Cape Florida to the Dry Tortugas, lying between the main-land and the Florida Reefs, and within three to five miles of the Gulf Stream. They

are of uniform character, being of coral formation and very rocky. Some are only a few acres in extent, while others contain as many as 15,000 acres. Cayo Largo is the largest. These Keys are only a few feet above tide-water, and are mostly covered with a growth of hard-wood timber. The land is too rocky to admit of general cultivation.

Key West—(The city and port of.) Telegraph Office. Is situated on the island of the same name, which is seven miles long and one-and-a-half wide. It is eleven feet above the sea level. The population of the city is about 5000. It has a large trade in sponges, turtles and fruits, and is a place of some manufacturing importance. There are twelve or fifteen cigar factories, making in the aggregate thirty to thirty-five thousand of the best Havana cigars per diem. There is also a manufactory in successful operation, for canning the pineapple—the only one in the United States. From five to eight thousand cans are put up daily. Key West has five churches and the usual public buildings. The United States Admiralty Court sits here. Two newspapers are published, the *Dispatch*, democratic, and the *Guardian*, republican. There are a few lakes on the island, and several beautiful drives. The land is covered in mid-winter with the greenest of foliage, and tropical flowers grow in profusion. The climate hereabouts is mild and agreeable, the thermometer ranging from 79 to 86 degrees in summer, and 48 to 60 degrees in winter. The island is much visited by invalids. Constant communication is had with New York, New Orleans, Havana, Galveston and Cedar Keys by packet steamers. The passage to Havana occupies but a few hours. The New Orleans, Cedar Keys and Havana steamers afford weekly connection with all points in Upper and Middle Florida, by means of the Florida Railroad. The principal

hotel in Key West is the Russell House, which takes permanent guests at $15.00 per week. Board can be obtained in numerous private families at reasonable rates.

The Dry Tortugas islands, at the extreme end of the Florida Keys, and extending some distance into the Gulf of Mexico. They were used as a penal place for Confederate prisoners during the late war, and several of the Lincoln conspirators were confined there. They are forlorn, barren rocks, defended by fortifications, and ornamented (?) with a light house.

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FLORIDA PORTS, SOUTH & SOUTH-WEST,

SAILING AT 3 P. M.

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Columbia, "	22 00	Enterprise, Fla.	36 75
Charlotte, N. C.	26 00	Cedar Keys, "	33 75
Augusta, Ga	23 00	Baldwin, "	27 75
Milledgeville, Ga.	27 00	St. Augustine, Fla.	31 25
Macon, Ga.	27 00	Green Cove Springs, Fla.	29 25
Greensboro, Ga	26 25	Hibernia, Fla.	29 25
Madison, Ga.	27 25	Lake City, "	30 25
Washington, Ga.	25 75	Monticello, "	32 25
Athens, Ga.	27 75	Orange Mills, Fla.	30 25
Atlanta, Ga.	27 50	Palatka, Fla.	30 25
West Point, Ga.	30 50	Picolata, "	29 25
Albany	31 50	Quincy, "	34 75
Columbus, Ga.	31 00	Tallahassee, Fla.	33 50
Montgomery, Ala.	35 00	Gainesville, Fla.	30 25
Mobile, Ala.	41 00	Florence, S. C.	22 00
New Orleans, La.	45 00	Darlington, S. C.	23 50
Rome, Ga.	30 00	Society Hill, S. C.	23 50
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Through Express to Savannah and Florida, via Charleston.

LEAVES		ARRIVES	
NEW YORK	8.30 a.m.	PHILADELPHIA	
PHILADELPHIA	11.45 a.m.	BALTIMORE	3.40 p.m.
BALTIMORE	3.55 p.m.	WASHINGTON	5.05 p.m.
WASHINGTON	7.00 p.m.	RICHMOND	3.30 a.m.
RICHMOND	3.45 a.m.	PETERSBURG	5.15 a.m.
PETERSBURG	5.45 a.m.	WELDON	9.30 a.m.
WELDON	10.05 a.m.	GOLDSBORO	2.30 p.m.
GOLDSBORO	2.50 p.m.	WILMINGTON	7.00 p.m.
WILMINGTON	7.10 p.m.	FLORENCE	1.45 a.m.
FLORENCE	2.00 a.m.	CHARLESTON	7.30 a.m.
CHARLESTON	8.15 a.m.	SAVANNAH	4.15 p.m.

Trains leave **SAVANNAH, Daily,** for **JACKSONVILLE** and **TALLAHASSEE,** at **5.00 p.m.,** arriving at Jacksonville at **7.50 a.m.,** and Tallahassee, at **4.30 p.m.**

PASSENGERS by this schedule make CLOSE CONNECTION at **BALTIMORE** with the popular **Old Bay Line,** leaving Baltimore at **4.00 p.m.,** and arriving at Weldon at **9.30** next morning, making close connection at that point for **WILMINGTON, CHARLESTON, AUGUSTA, SAVANNAH, JACKSONVILLE** and **TALLAHASSEE.**

☞ Passengers will please take notice, that by this Schedule they **lay over Sundays.**

THROUGH FAST EXPRESS TO NEW ORLEANS DAILY.

LEAVES		ARRIVES	
NEW YORK	9.20 p.m.	PHILADELPHIA	
PHILADELPHIA	11.30 p.m.	BALTIMORE	4.00 a.m.
BALTIMORE	4.50 a.m.	WASHINGTON	6.20 a.m.
WASHINGTON	7.15 a.m.	RICHMOND	2.25 p.m.
RICHMOND	2.35 p.m.	PETERSBURG	3.40 p.m.
PETERSBURG	4.00 p.m.	WELDON	7.15 p.m.
WELDON	7.45 p.m.	WILMINGTON	4.10 a.m.
WILMINGTON	4.30 a.m.	FLORENCE	9.10 a.m.
FLORENCE	9.15 a.m.	KINGSVILLE	1.30 p.m.
KINGSVILLE	2.00 p.m.	AIKEN	6.40 p.m.
AIKEN	6.45 p.m.	AUGUSTA	7.45 p.m.
AUGUSTA	8.15 p.m.	ATLANTA	6.30 a.m.
ATLANTA	6.50 a.m.	MONTGOMERY	5.30 p.m.
MONTGOMERY	5.45 p.m.	MOBILE	7.45 a.m.
MOBILE	8.00 a.m.	NEW ORLEANS	2.00 p.m.

☞ CLOSE CONNECTION made by this schedule at **FLORENCE,** with Northeastern Railroad, for **Charleston, Savannah,** and all points in **FLORIDA.**

LEAVES		ARRIVES	
FLORENCE	9.15 a.m.	CHARLESTON	2.30 p.m.
CHARLESTON	3.25 p.m.	SAVANNAH	9.15 p.m.
SAVANNAH	11.00 p.m.	JACKSONVILLE	6.00 p.m.
		TALLAHASSEE	5.25 p.m.

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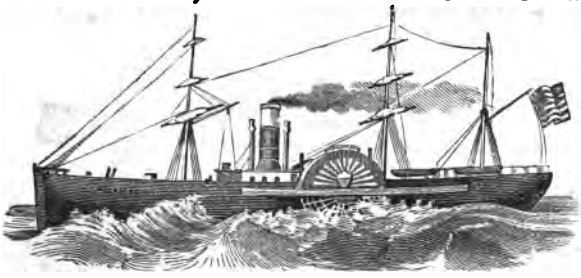

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New York & Savannah Steamship Line

or all points in* FLORIDA, *the South and Southwest.

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THURSDAYS,
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Picolata, Fla	29 25	Enterprise Fla	36 25
Green Cove Springs	29 25	Gainesville, Fla	30 25
Hibernia, Fla	29 25	Lake City, Fla	30 25
Orange Mills, Fla	30 25	Madison Fla	30 25
Monticello, Fla	32 25	Tallahassee Fla	33 50
Quincy, Fla	34 75	Macon, Ga	27 00
Atlanta, Ga	27 50	Eufaula, Ala	32 00
Albany, Ga	31 50	Montgomery, Ala	35 00
Selma, Ala	35 00	Chattanooga, Tenn	30 00
Mobile, Ala	41 00	Rome, Ga	32 25
New Orleans, La	45 00		

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The accommodations of the Steamers of the Company are unsurpassed, and Florida passengers have CHOICE OF ROUTES FROM SAVANNAH, either by daily trains on the *Atlantic and Gulf Railroad*, or by first-class steamers from *Savannah*.

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Close connections are made twice daily, by this line at Richmond, with the RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD, and traverses along its entire line a beautiful rolling country passing through the Cities of DANVILLE, VA., GREENSBORO' and CHARLOTTE, N. C., COLUMBIA, S. C., AUGUSTA and SAVANNAH, GA.

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SAVANNAH & CHARLESTON R. R.

The Initial Road South of the

GREAT ATLANTIC COAST LINE

FROM

Savannah to New York in 47 Hours.

Being the Shortest Route by 58 Miles to and from the Cities on the Atlantic Coast.

FROM

Charleston to Jacksonville, Fla., 20 Hours.

Passengers from Charleston to all points in Florida make the quickest time and avoid the discomforts and risks attendant upon a Sea Voyage along an exposed and dangerous Coast. This risk is especially great in the case of Invalids. Passengers will find that every comfort has been provided for them.

Palace Sleeping Cars

On all Night Trains. Good Eating Houses along the entire line, and polite and attentive Conductors.

SCHEDULE DECEMBER 11, 1871.

EXPRESS TRAIN.

Leaves Charleston daily	3.25 p.m.
Arrives at Savannah daily	9.15 p.m.
Leaves Savannah daily	11.15 p.m.
Arrives at Charleston daily	5.35 a.m.

DAY TRAIN.

Leaves Charleston (Sundays excepted)	8.15 a.m.
Arrives at Savannah (Sundays excepted)	4.15 p.m.
Leaves Savannah (Sundays excepted)	8.00 a.m.
Arrives at Charleston (Sundays excepted)	4.05 p.m.

Call at Ticket Offices in Savannah and Charleston for latest changes in Schedules.

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CHARLESTON, *December 11th*, 1871.

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CHARLESTON, SOUTH CAROLINA.

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FOR

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Charleston	"	*35*	*Charleston*	"	*35*
Savannah	"	*35*	*Savannah*	"	*35*

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1872. THE OLD RELIABLE. 1872.

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JACKSONVILLE AND ENTERPRISE,

ON THE

ST. JOHNS RIVER, FLORIDA.

ON ARRIVAL OF TRAINS FROM THE NORTH

THE NEW AND ELEGANT PASSENGER STEAMER

"FLORENCE"

Leaves **JACKSONVILLE** daily (except Sundays) for **PALATKA** and all INTERMEDIATE POINTS, and connecting with Steamers for **ENTERPRISE, CLAY SPRINGS, SALT LAKE, DUNN'S LAKE,** and points on the **OCKLAWAHA RIVER.** At **TOCOI** with **ST. JOHNS RAILROAD** for **ST. AUGUSTINE,** and returning to Jacksonville same evening in time to connect with all Northern Trains.

THE FAVORITE STEAMERS

"DARLINGTON" and "HATTIE"

Leave **JACKSONVILLE** on SUNDAYS and WEDNESDAYS at 9.00 A. M., RUNNING THROUGH TO ENTERPRISE, and stopping at all principal points on the River.

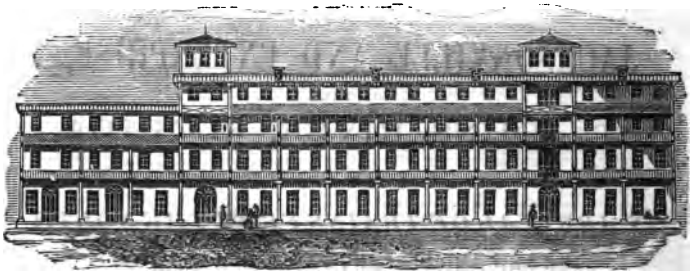
THE OLD REPUTATION OF THIS POPULAR LINE WILL BE FULLY SUSTAINED, AND EVERY COMFORT GUARANTEED TO ITS PATRONS.

THROUGH TICKETS to all Points NORTH and WEST, and also for ST. AUGUSTINE, ENTERPRISE, and all points on the River, can be had on application to the PURSER on board the Boat.

JOHN CLARK, General Agent,

JACKSONVILLE, FLA.

St. Augustine Hotel.



This handsome and commodious edifice was erected in 1869, by the present proprietors. It is situated on the Plaza, commanding an entire view of the beautiful Harbor and the Ocean beyond. From the observatories of the house, the city is spread out in one grand panoramic view, making one of the most beautiful of tropical pictures.

The house is lighted with gas, and furnished with all the modern improvements. The table is supplied with every luxury the country affords. Billiard Tables for the use of the guests. Attached to the house is a General Railroad Ticket Office, where any information relative to different Routes can be obtained.

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On the East Bank of St. John's River, six miles above Jacksonville. House new; 12 rooms; well finished inside and out. Title perfect. Possession given at any time. For full description, with view of house, address

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SAVANNAH, GA.

INFORMATION

With reference to the running of Railroads to and from SAVANNAH, will be cheerfully furnished at the General Ticket Agency of Robert R. Bren, at the corner of Bull and Broughton Streets.

Mr. Bren will keep a *Visitors' Register*, to fill the place of a General Directory. Persons desiring to obtain the whereabouts of their friends can do so by referring to this Book.

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A guide to Florida, "The land of flowers"...

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